

OUR FIRE TEAMS ON THE MERSEYBEAT

OVER 500 Armed Forces personnel – including almost 200 from the Navy – have won praise from all quarters for ‘doing brilliantly’ in providing Liverpool with emergency cover during the Merseyside

firemen’s strike, writes *Steve Harwood*.

For the 530 Service people it was a true baptism of fire as they and their 25 vintage Green Goddess vehicles responded to an avalanche of emergency calls.

After the strike started on July 13, they received over

1,000 calls during that weekend – three times more than would normally be expected, with a five-fold increase in hoax and malicious calls.

Members of the 197 RN contingent opened accounts when they dealt with a car fire on the first day of the eight-day stoppage over plans to recruit non-uniformed staff into senior positions.

As *Navy News* went to press, the striking firemen decided to extend their dispute for a further eight days – and that meant the Green Goddesses and their crews would have to stay on in Merseyside.

During the first phase of the dispute, the most serious incident had been a major fire at a Southport scrapyard, tackled by four Green Goddesses on the night of July 15-16. But for three RN ratings a more routine incident could have turned into something far more dramatic.

PO(M) Bob Willis and MEMs Jack Russell and Richard Lark attended what appeared to be a rubbish fire in Toxteth. They had started to douse the flames when they noticed a butane gas cylinder

Last formation flight of the Old Guard



SOME OF the Royal Navy's oldest helicopters are to leave the front line – for an upgrade which will keep them in service until the end of the decade.

These three Mark 2 Sea Kings from A Flight 849 Naval Air Squadron based at Culdrose, took to the skies in formation to commemorate the last time such an event could happen.

The first aircraft has already been sent for modifications and conversion to Mark 7, and the Flight will not reassemble until the end of next year.

The first of the Flight's aircraft to undergo transformation, XV664, also happens to be one of the oldest production machines in the Fleet Air

Arm, having entered service in May 1970.

The helicopter has more than 10,000 hours on the clock, but once fitted with new pulse Doppler radar – giving it overland airborne early warning capability – this veteran warrior will be a useful asset until around 2010, by which time it will be about 40 years old.

The formation flight, over Land's End and the Cornish countryside, also coincided with one of the last flights of 849 A Flight's Commanding Officer, Lt Cdr Martin Flanagan, before he leaves the Service.

However, the Flight is maintaining its Celtic link by replacing its Irish boss with a Scot – Lt Cdr Mac McKenzie.

Navy veterans vote for action on sea graves

BRITAIN's Naval veterans organisation has decided to back calls for greater protection of maritime graves.

Delegates at the Royal Naval Association annual conference at Clacton-on-Sea came out overwhelmingly in favour of calls for the law to

be put into effect to prevent the pillage and disturbance of wreck sites by some commercial and sport divers.

All four parts of a motion pro-

posed by Newton Abbot branch of the RNA (seconded by Wells) were voted through without any delegate speaking against them – and in the face of the Association's National Council lack of support for two of the clauses.

The Council did, however back the call that the RNA take steps to bring about implementation of the Protection of Military Remains Act 1986. It also supported a call that all known Naval war graves be designated controlled sites within the meaning of the Act.

Without Council support, delegates voted for controlled-site protection for war graves whose positions are not at present known, and that an exclusion zone of 100 metres be imposed around sea graves for 100 years from the time of loss of the vessels or aircraft.

Proposing the series of motions, John Kidd of Newton Abbot branch, said the 1986 Act had never been implemented due to logistics and finance – "but I do not see why that should stop the Act being invoked," he said. "We should, as an Association, take a leading part in getting the Government to listen."

He said that, off the shores of the UK, 180 vessels had been lost through military action or accident – most of them British. Seventy-five of them had no officially known location – although, said Mr Kidd, many of them were known to diving groups.

An exclusion zone around the sites would provide solace to the families of shipmates who would feel that some protection was being given to the resting places of their loved ones.

National Council Vice Chairman David White told the conference that the Council could not see how protection could be given to unknown locations.

On the matter of exclusion zones, he said establishment of the zones was likely to take years of international negotiation and could delay implementation of those parts of the motion that the Council did support.

General Secretary of the Association, Capt Bob McQueen RN, told Navy News that the RNA had responded to the Government's consultation document on the issue, their views being submitted before the closing date of last May 15. He said the Association's response had included the suggestion that, at first, implementation of protection be trialed at a limited number of sites.

■ RNA Conference – p18-19.

THREE small vessels had reason to be thankful for Naval help when they got into trouble in British waters within days of each other.

Involved in the separate rescues of two yachts and a fishing boat were the frigate HMS Monmouth, a Lynx helicopter from 702 Naval Air Squadron at RN air station Yeovilton – and Naval cadets manning a tall ship.

The Type 23 frigate played a key role in the rescue of the yacht Seren when she got into difficulties in dense fog and winds gusting to 30 knots in the Irish Sea.

The Monmouth, on sea training, picked up the yacht's mayday message as the craft was on her way to the Azores on July 5. The Seren's skipper had injured his back and his wife, who had little seafaring experience, was left to man the helm in visibility of less than 200yds.

Dublin Coastguard scrambled a helicopter and sent the Arklow lifeboat, but it was Monmouth – which had been within 15 miles of the Seren – that arrived on the scene first.

Members of her ship's company were sent across to the yacht in her seaboat. Medical personnel assessed and stabilised the injured man, while seamen took control of the yacht until the emergency services arrived.

The Lynx rescue came on June 19 when the aircraft, on a training flight, sighted a distress signal five

Rescue hat-trick by air, sea – and sail



● Yacht rescuers of 702 Squadron – (l-r) Lts Steve Crockatt, Mark Graham and Juliet Scott. It was one of three missions of mercy that Naval units on training tasks carried out in British waters within a matter of days.

miles south of Durlston Head near Swanage. The flare had come from a small fishing boat with five men on board.

Captain of the aircraft, Lt Mark Graham said: "Although not in

immediate danger, the men clearly needed assistance as darkness was falling, so I called the Coastguard Agency who immediately launched a lifeboat.

The pilot, Lt Steve Crockatt,

assisted by student observer Lt Juliet Scott, flew the Lynx at slow speed and remained on the scene for nearly an hour, reassuring the men in the boat.

The helicopter then helped the lifeboat to locate the vessel quickly by illuminating it.

Six days later the Sail Training Association ship Stavros S. Niarchos had just arrived in Dartmouth harbour when she was asked to help in the search for a French yacht stranded and out of fuel in thick fog.

The 35 University RN Unit cadets on board set sail again and acted as spotters in the ship's 118ft high rigging. Though the ship was the last to receive the call, and at 11 miles distant was the furthest from the scene, the cadets were the first to spot the yacht.

URNU cadets now regularly form the crew of tall ships by arrangement with the STA. It is seen by the Royal Navy as a valuable part of their general naval development.

■ HMS Monmouth's new flag – page 41.

Consultation move over Cavalier memorial

VETERANS and other interested groups and individuals are being asked their views on what form a national World War II destroyer memorial should take.

Since Britain's only surviving wartime destroyer, HMS Cavalier, was saved from the scrapyard three years ago there have been plans to make her the centre of a national destroyer memorial.

Now a visitor attraction at Chatham Historic Dockyard, she is administered by the HMS Cavalier (Chatham) Trust which is overseeing a long-term renovation programme backed by the Heritage Lottery Fund.

An independent Memorial Steering Group was set up by the Trust under

the chairmanship of the Dean of Rochester, the Very Rev. Edward Shotton, with representatives from the Royal Navy, Royal Naval Association, the Royal British Legion and other groups including the HMS Cavalier Association.

There has, however, been some controversy as to what form the memorial should take, and against this background the steering group has issued a consultation paper before any decision is taken on the precise location and form of the memorial.

Jane Sharman, chairman of the HMS Cavalier Trust, said one of the main reasons for preserving the ship was to present her as a memorial to the thousands who lost their lives in Royal Navy destroyers in 1939-45.

She said: "Both the Trustees and the Memorial Steering Group are very keen to ensure that the views of as wide a number of veterans and other interested groups or individuals as possible are taken into consideration at an early stage of this process."

"All views expressed will be considered... following this the Group will publish a short report on its conclusions."

Among the key issues as seen by the steering group are whether the memorial should also commemorate those who died in Commonwealth destroyers and in British-built ships manned by allies; whether a list of names should be compiled; and whether the memorial should take the form of a Roll of Honour, inscribed

plaques, a work of art or sculpture, or a chapel of remembrance.

Also to be considered is whether the memorial should be on board Cavalier, nearby, or elsewhere in the dockyard such as in one of the two surviving Naval chapels there.

The Trust is hoping to obtain £200,000 towards the cost of the memorial from appeal funds and from the next round of Lottery funding.

The consultation document has been issued widely, but anyone who has not received it and who wishes to make their views known should obtain it from the HMS Cavalier (Chatham) Trust Ltd, Admiral's Offices, The Historic Dockyard, Chatham, Kent, ME4 4TZ. Responses must be made by August 31.



1SL scores three firsts in China

A VISIT to China by the First Sea Lord, Admiral Sir Nigel Essenhigh, achieved three firsts for the Royal Navy.

His programme with the People's Liberation Army (Navy) took him to sea for half a day in the Luhai destroyer Shenzhen – understood to make him the first foreign high-ranking officer to be invited to sea in a Chinese warship.

He was also the first Royal Navy officer to visit the Guangzhou Naval Academy – the Chinese equivalent of HMS Dryad – and also to see the shipyard at Huangpu. Admiral Essenhigh also visited the Chinese Naval

Headquarters in Beijing and was welcomed on board the Jangwei II-class frigate 564 in Zhanjiang.

The Royal Navy's links with the PLA Navy could be further strengthened if the Shenzhen and a logistic support vessel, the Dongyun, visit the UK at the end of the summer.

The two warships are deploying to Europe and are planning to visit three or four countries. If they do come along-side in the UK, it would be the first time a Chinese-built warship has made such a visit.

● First Sea Lord Admiral Sir Nigel Essenhigh visits the Chinese Janwei-class frigate 564 in Zhanjiang.

Two more massive blasts from the past

Mines 'needed only one slip' to set them off

WITH the spray hardly cleared from the detonation of three huge bombs off the Essex coast, the Southern Diving Unit 2 (SDU2) team was called into action again only days after *Navy News* went to press, this time to deal with two unexploded mines off Whitstable.

Keep it simple

DEADLINE for the Plain English Campaign's Inside Write Awards 2001 is September 14.

Articles and journals produced by members of the Armed Forces and MOD Civil Servants within 12 months of the closing date are eligible. Send to OMD17, 2nd Floor OPA(B3), St Giles Court, 1-13 St Giles High Street, London, WC2H 8LD.

As reported in July's issue members of SDU2 dealt with three 2,000lb devices in two weeks – two German parachute mines and an American bomb, brought up in the nets of two fishing vessels.

Thousands of holidaymakers crowded on to the beach and pier at Southend to watch as one of the mines was detonated.

At the time, CPO(D) Cliff Richardson said: "It's been a long time since we have had to deal with a 2,000lb bomb, so to find two such massive bombs in one week – and another in the week before that – is very, very unusual."

Now the divers have been back to the East Coast, blowing up two more 2,000lb German mines

uncovered two miles apart on the seabed off Whitstable in Kent by archaeologists.

Lt Graham Wilson, who heads the unit, said: "The explosions sent plumes of water about 300ft in the air, and the vibrations would have almost certainly been felt in Whitstable and Herne Bay."

"We had to be very careful with these mines. They were still live. The construction was very, very good, and you only needed one slip of the hand to make them go off. They were very sensitive."

"The GC mines were some of the largest mines used during the war. Each one is about the same weight as a Mini."

SDU2 is based at HMS Excellent, on Horsea Island in Portsmouth Harbour, and has been called into action more than 100 times in the past six months, dealing with explosives. Last year the teams were needed at 228 separate incidents.

Seahawk top volunteer band trophy tally

MUSICIANS from RN air station Culdrose led the way at the Royal Navy Volunteer Band Festival at HMS Drake.

Eight bands, made up of both military and civilian personnel, took part, watched by a crowd of 200 spectators – and HMS Seahawk took four of the ten trophies.

The Bands' departing president, Vice Admiral Sir Jeremy Blackham, was presented with a ceremonial drum by Capt Andy Henderson RM, in gratitude for his many years of support.

● **Drummers from HMS Collingwood Volunteer Band line up to defend their title for Best Drum Display 2000 – they lost to HMS Neptune.**



Birthday cake for Trafalgar

LCHEF Jan Fiandre baked a special cake to mark the 20th birthday of the Devonport-based nuclear submarine HMS Trafalgar – cut by Sarah, wife of her Commanding Officer Cdr Robert Fancy, aided by MEM Lewis Taylor (18), the youngest member of the ship's company.

Over 100 people shared the celebrations, which Cdr Fancy said provided a welcome opportunity for families to ask questions and learn about the support available to them when the submarine was away at sea. See 'The Time of Your Lives', page 33.

Meanwhile the fourth Trafalgar-class boat, HMS Torbay, was rededicated at Devonport after a two year refit there – at a ceremony attended by her first CO, Rear Admiral Rob Stevens, now Flag Officer Submarines.

No sign of Gulf syndrome

A NEW report on a clinical study of 1,000 Gulf War veterans has found no evidence of a unique 'Gulf War syndrome'.

The findings have been published in the *Journal of the Royal Army Medical Corps* and cover the second 1,000 people to be seen under the Ministry of Defence's Gulf Veterans Medical Assessment Programme.

Of the 1,000 who attended the programme in 1997-98, 796 were well at the time. Of the 204 others, the most common Gulf-related illnesses were psychiatric, with post-traumatic stress disorder the most common.



Lancaster wins plaudits in Gulf

HMS LANCASTER has finished her stint in the Gulf, and received a glowing send-off from the American admiral in command of naval forces.

ADRIAN HALLCHURCH reports on the deployment of HMS Lancaster to the Middle East.

The Type 23 frigate has spent four months on Armilla Patrol, stopping illegal shipments of oil and other goods to Iraq under UN sanctions.

After her final patrol, the frigate made a steam-past of USS Constellation, the American flagship.

In a signal to the RN ship, Admiral Terrance Etnyre – the man commanding the international naval force in the Gulf – said: "The only people happy to see HMS Lancaster leave the Arabian Gulf are the UN sanctions evaders."

"The Constellation battle group has grown accustomed to seeing the Royal Navy posted at the front of the fray, upholding the tradition of British frigates sailing in the van of the Fleet."

The giant American carrier was command ship during Lancaster's last two patrols on maritime interdiction operations – checking and

boarding ships suspected of breaking the UN embargo.

During her four months in the Gulf, Lancaster boarded almost 30 vessels, five of which were found to have illegal cargoes of oil.

Between patrols the ship made several port visits in the United Arab Emirates, Oman, Saudi Arabia, Qatar, Kuwait and Bahrain, while Dubai became something of a second home for the ship's company.

The ship fitted in sporting fixtures against local opposition, and C-in-C Fleet Admiral Sir Alan West paid a call during the latter

stages of her deployment.

Adjustments were needed to the configuration of her air-conditioning system early in the deployment to make conditions more comfortable for those on board as the day-time temperature soared well past 40C. Engineers will be studying her experiences on her return to Portsmouth, where she was due home as *Navy News* went to press.

Her role in the Middle East has been assumed by her Devonport sister HMS Northumberland, which sailed from the West Country in May.

● (Right) Sunny, HMS Lancaster's African Grey parrot, catches up with news from the rest of the Fleet. Sunny is renowned for her verbal repertoire, from TV comedy catchphrases to ripe profanities – but she was on her best behaviour during the visit of CINCFLEET Admiral Sir Alan West, letting slip just one mild expletive.



● Type 23 frigate HMS Lancaster during maritime interdiction operations in the Gulf.

Picture: LA(PHOT) Jon Hamlet (HMS Drake).

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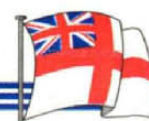
● Window shopping in a Dubai souk are OM Neil Lothian (left), Lt Wayne Middleton and LOM David Baxter.



● (Below) HMS Lancaster turns away from the USS Constellation during a patrol in the Gulf.



Ships of the Royal Navy

No 549


Facts and figures

Class: Type 23 frigate
Pennant number: F231
Builder: Yarrows, Glasgow
Launched: April 8, 1989
Commissioned: May 31, 1991
Displacement: 4,085 tonnes fully loaded
Length: 133 metres
Beam: 16.2 metres
Draught: 7.3 metres
Speed: 29 knots
Complement: 180 (13 officers)
Main machinery: CODLAG (combined diesel electric and gas turbine); 2 Rolls-Royce Spey SM1A gas turbines; 4 Paxman 12CM diesels; 2 GEC motors
Weapons: Harpoon anti-ship missiles; Vertical-launch SeaWolf surface to air missiles; Vickers Mk 8 4.5in gun; Stingray torpedoes; 30mm cannon; machine guns
Sensors: Air/surface search: Radar Type 996, Radar Type 1010/ 1011; Navigation: Type 1007/ 1008; Sonar 2050, Sonar 2031
Aircraft: One Lynx
Affiliations: Duke of Argyll; Lady Levene of Portsocken; Safeway Group plc; The Argyll and Sutherland Highlanders; Kelly College, Tavistock; Argyll and Bute District Council; Worshipful Company of Pavors; Plymouth Argyle Football Club; Royal Naval Club, Argyll; Dollar Academy; High School of Glasgow; 47 Sqn RAF; TS Argyll Irvine and District Sea Cadets, City of London Sea Cadets; Mrs M. Scott; Argyll Ward, Derriford Hospital; HMS Vivid - New Entry Division

BATTLE HONOUR

Passero 1718



● HMS Argyll ploughs through a heavy sea.

Duke takes the honours

THE DASHING Duke, HMS Argyll, has been no stranger to high-profile events and honours over the past year or two.

Most recently, the Duke-class frigate was bestowed with the Freedom of Argyll and Bute, in a ceremony attended by a host of dignitaries, including the Duke of Argyll (see July's *Navy News*).

But the preceding months have shown the frigate at her best, illustrated by her stint in Sierra Leone, where she played a key role in the successful rescue mission to release the British troops held captive by the renegade West Side Boys.

The work carried out in supporting the ship's Flight throughout this period has resulted in the frigate being awarded the Sopwith Trophy, which was due to be presented to the ship by Commodore Naval Aviation as *Navy News* went to press.

Since returning from the coast of West Africa, Argyll has used her tenth anniversary year to renew links with her many affiliations, some of whom took the opportunity to visit 'their' ship.

Her ship's company have also had an active social and sporting programme, with successes including the Plymouth Command swimming competition.

The Type 23 frigate is now preparing for the rigours of operational sea

training in the autumn before she deploys next year for the Atlantic Patrol Task (North).

Argyll is the third ship to bear the name in the Royal Navy, and both the present frigate's predecessors had noteworthy careers.

The origins of the first ship – a 50-gun frigate named Argyle – are in some doubt. She may have started life as the 1650 ship President, which was renamed Bonaventure in the 1660s and was said to have been broken up in 1711, but could have been rebuilt as the Bonaventure of 1711. This Bonaventure became Argyle in 1715.

It was this ship which won the name's sole Battle Honour, gained at the Battle of Passero off the coast of Spain in 1718 when she played an important part in the capture and sinking of a number of vessels.

The ship was rebuilt again in 1722, gaining 60 tons, and she soldiered on until the end of 1748 when she was sunk as a breakwater at Harwich.

The second Argyll was an armoured cruiser of 10,850 tons, built by Scotts and launched in 1904.

Her war service ended with her loss when she ran aground on the Bell Rock on the Firth of Tay in 1915.

When the present Argyll was launched in 1989, she was the third of the class to take to the water, but the second to commission, beating HMS Marlborough by a fortnight.

AIRCRAFT OF THE ROYAL NAVY No 58



Nieuport Scout

ONE OF the two Victoria Crosses awarded to Royal Navy airmen in World War I was gained by the pilot of a Nieuport Scout.

The aircraft appeared in progressive marks through most of the war, but it was relatively early in the conflict – in the Dardanelles campaign in 1915 – that Squadron Cdr Richard Bell Davies accomplished a feat which brought him Britain's highest award for valour.

Flying an 80hp Nieuport 11, Cdr Bell Davies was on a mission to bomb a Turkish railhead in Thrace on November 19. With him was Flight S/Lt Gilbert Smylie flying a Henri Farman (profiled in No 53 in our series).

Smylie's aircraft was brought down by ground fire, but he managed to force-land it without injury to himself. Davies circled the site and landed to pick up Smylie in his single-seat aircraft, taking off again in 150yds.

Smylie was awarded the DFC, but Bell Davies got the VC "for a feat of airmanship that can seldom have been equalled for skill and gallantry".

The Nieuport Scout was also the mount of other VC winners, including aces Billy Bishop and Albert Ball, as well as the French aces Navarre and Nungesser.

Apart from No 3 Wing in the Dardanelles, all the Navy's eight squadrons equipped with Nieuports fought with distinction on the Western Front – including the Somme campaign in 1916. By then the RNAS was flying Type 17s powered by 110hp Le Rhone engines giving a maximum speed of 107mph, while later models included the Type 24 (110mph).

In 1917 the RNAS's Nieuports were replaced by Sopwith Pups and Triplanes.

Climb rate of the Type 17 was 5.5 minutes to 6,500ft, endurance was two hours and service ceiling 17,400ft.

The aircraft was armed with a Vickers gun mounted over the engine and synchronised to fire through the propeller, and a fixed Lewis gun on the top wing firing outside the airscrew arc. Four Le Prieur rockets – for dealing with enemy observation balloons and Zeppelins – could also be carried on each wing strut.

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Letters



JACK

BY TUES



Going not so strong

I WAS most interested in the letter about HTMS Phosantom (ex-HMS Minstrel) now in service with the Royal Thai Navy and possibly to decommission in two years time.

This vessel must be one of the few World War II British minesweepers still afloat and it would be very rewarding if funds could be found to enable the ship to be repurchased from the Thai Government at the end of her service instead of allowing her to be scrapped.

With restoration to her World War II condition the ship would be a lasting memorial to all those who served in minesweepers during the war.

It would also complement HMS Cavalier which was so nearly lost to the nation. Can we hope for another miracle? - P. B. Bristow, Brighton.

VISITING Chatham I was saddened and depressed by the state of HMS Cavalier.

What is supposedly a standing monument to the 130,000 brave destroyermen who lost their lives in the last war is actually a rapidly rusting hulk that would be an embarrassment hidden up the wrong end of the trot.

This is by no means a criticism of the Cavalier Association - they are doing their utmost to preserve the ship, but it is painfully obvious that they are fighting a losing battle against corrosion and general apathy.

And this is a popular attraction - I queued for over 40 minutes to get on board.

Surely nobody would begrudge a few million of Lottery funds to get the ship painted the correct colour, replace the scuttles and generally turn the ship into what it is supposed to be. - S. Hagger, Banbury, Oxon.

A Memorial Steering Group including representatives of the Royal Navy, the Royal Naval Association, the Royal British Legion and the Eighth Destroyer Association has been formed to help point the way for HMS Cavalier's future development (see page 2). - Ed.

Sea Scouts from the beginning

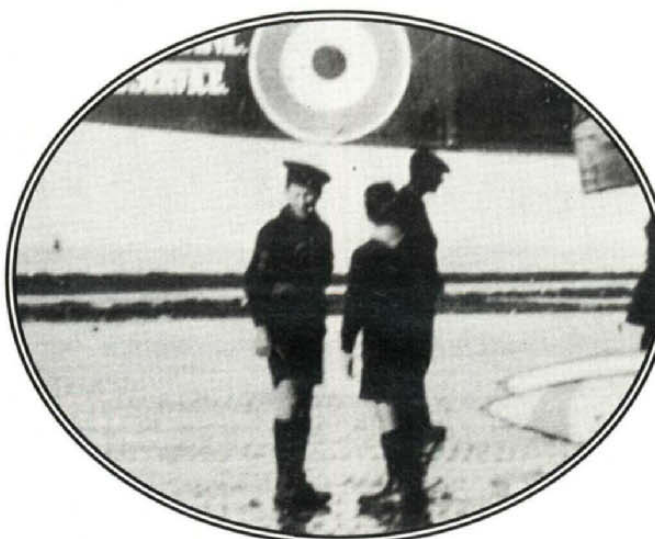
I WAS most interested to see the picture of the Fairey 111B carrier-borne reconnaissance aircraft which operated with the Grand Fleet in World War I (June issue).

The picture shows eight or so members of, presumably, the Royal Naval Air Service and, an enlargement confirms, two Sea Scouts in the centre below the roundel on the fuselage.

From the information supplied the picture would appear to be circa 1918-19. From the black caps worn it would appear to be winter time.

I am currently writing a history of the Sea Scout Branch of the Scout Association. Sea Scouts were founded in 1910 and performed auxiliary coast watch duties in World War I. At least one Sea Scout took part in the evacuation of Dunkirk in World War II and Sea Scouting is very much alive today.

I would be most interested in trying to identify the two in the picture who, if still alive today, would be in their nineties. Equally important to my research, if any readers have been Sea Scouts or have knowledge and would like to share experiences and reminiscences to be included in the book, they may contact me at 44 Kettering Street, Streatham, London SW16 6PZ. - R. Masini, 4th Streatham Sea Scouts.



Mercantile muddle

WITH reference to the letter submitted by D.H.R. White in the June 2001 edition of Navy News, I would like to bring to his notice the award of the MERCANTILE MARINE WAR MEDAL 1914-1918, upon which can be found the following wording on the exergus of the medal... 'For War Service Mercantile Marine 1914-1918'.

In view of the strict vetting procedure before a medal is finally issued and the fact that all designs would have been submitted for the approval of King George V; himself a noted sailor, albeit Royal Navy, I cannot accept D.H.R. White's explanation that 'Mercantile Marine' merely referred to a trade, not a service. - R Lovell, Ex RAF.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

Sad, sad tale of Gregory, the Maltese budgerigar

HAVING read the article about sea dogs, cats, bears etc in the June issue, it brought back memories of our much loved budgie Gregory we had in our mess in HMS Delight.

Some of Greg's life had been wasted away in the Stokers Grot before he came to us. He was bought, or procured, in Malta and his original colour was a lovely blue. Alas, after a short period of time a great change took place. His lovely blue colour was seen to disappear, being replaced by what can only be described as a dirty stone greyish, and he also developed some sort of disease which robbed him of half his feathers.

When the idea arose that he might pass his disease to one of the stokers, and possibly throughout the Engineering Branch, panic ruled the Stokers Grot. A council was called for and this decided that the disease-ridden fowl must be got rid of, either by ditching it over the side or, better still, by dumping it on their sworn enemy, the Seaman Branch, in the hope that they would get the disease, thus paralysing the First Lieutenant's upper deck programme and leaving the stokers the much-worked-for ambition of seeing the upper deck knee-deep in soot.

The latter choice was unanimously agreed upon and, 17 Mess being a kind-hearted shower, it fell to us to take charge of Gregory.

Officially "Broc" Brearley was the guardian of Greg, but each of us regarded himself as part owner. The high general efficiency for which 17 Mess was famous swung into action for Operation Gregory. Broc had the honour of giving him his first bath and dousing him with linseed oil, a method we had been told would not fail.

This being successful, next came the "hanging up to dry" phase and for this we called in Jan Hardman's assistance. As we should have known, this proved fatal, or nearly so, as Jan dropped the cage with Greg inside it from a great height, namely X gun deck, and after bouncing a few times on the quarterdeck it came to rest in the scuppers, with poor Greg looking more like a half-plucked sparrow

than a budgie.

Through all this our Greg survived and his cage was hung above Broc's bunk along with a card stating "Do not touch. Under medical surveillance".

Greg's wings had been cut previous to coming to 17 Mess and thus deprived of his natural habit of flying he became very tame. As his health improved he often had a go at flying, though, always ending up in a heap on the deck and on one occasion in a plate of pot mess, this being proclaimed the only pot mess we ever had fresh meat in!

He was duly victualled for his tot, his tot glass being a dessert spoon alongside the rum fanny, truly a place of honour, and he was the only member of the mess who could brag that Jock Mullan had given him a wet of his tot.

Tragedy struck in Iceland. Gregory was taken ill and although we tried to entice him with all his favourite foods, he would not eat. He just cowered in the corner of his cage and would not even drink his tot, surely a strange illness.

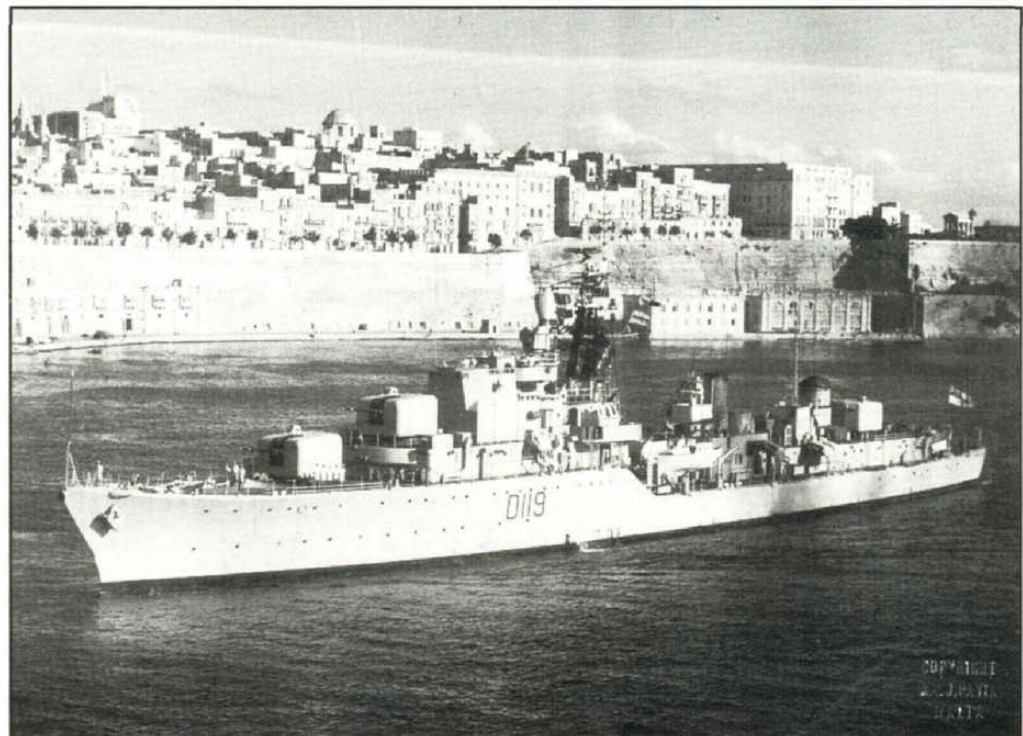
Even Doc Williams had a go at making him some weird stuff, but to no avail. Daily he became worse and at 2115 on Tuesday, May 10, 1960, while being nursed by Dan Archer, he gave a faint little chirp, lay down in Dan's hand and passed away.

All the mess were stricken with grief - indeed all the ship felt his loss. He was given a decent funeral attended by the Watch-on-Deck and even by a few stokers who, on a given signal, doffed their lids and hung their heads.

Gregory was dropped over the side in his cage and slowly sank beneath the waves, out of our lives, but not out of our memories.

If anyone who served in HMS Delight during this period reads this, love to hear from you on 01978 821780. - L. J. "Taff" Edwards, Wrexham.

● MALTESE BUDGIE: HMS Delight at Gregory's original home.



No. 565 48th year

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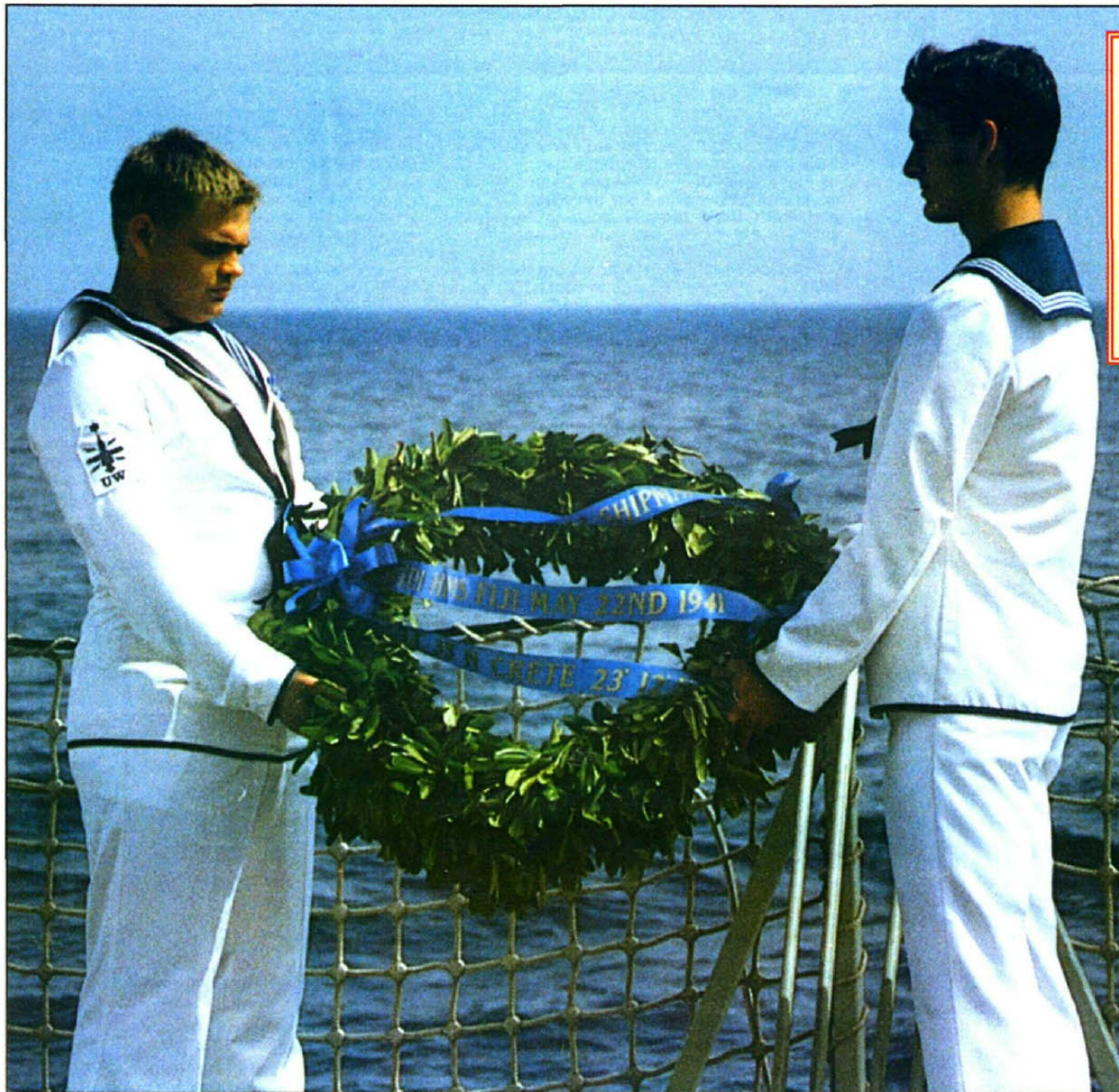
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Fiji survivors say thanks for the memory

FOR some weeks before the commemoration of the 60th anniversary of the Battle of Crete (July issue) I had been in contact with the Navy at MOD and with Commodore Milne, our Defence Attache in Athens, with a view to placing a wreath over the site where HMS Fiji was sunk with the loss of 233 men.

The Captain of HMS Richmond agreed to take the wreath – and I later learned he replanned his programme to divert to the site, had an Order of Service composed, cleared Lower Deck and carried out a full ceremony of lowering the wreath into the sea.

As Commodore Milne wrote in one of his letters, it was a moment when the modern day sailor had the opportunity to pay homage to those who fought for their freedom 60 years before, and we of the last Fiji survivors extend our most humble thanks to him and to Cdr Adams and his ship's company for sharing our mourning.

Richmond will be in our thoughts and we wish her all the best for the remainder of her deployment. – F. Agass, Ringwood, Hants



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Letters

U-boat man saw his own tombstone

HAVING read with interest what was written of HMSML Gleaner and her predecessors (July issue) I submit a few details relating to a "Gleaner action" which was not mentioned in the article.

During the night of February 12, 1942, HMS Gleaner, on patrol in the southern sector of the Firth of Clyde, sighted the surfaced Type VIIA, U33. She attacked and succeeded in damaging her adversary to the extent that the U-boat's commanding officer, Kapitänleutnant von Dresky, was forced to surface.

Confronted by the certainty of being destroyed by Gleaner if he were to attempt escape, von Dresky then ordered the scuttling of his command. He lost his life in the ensuing abandonment of the U-boat.

Hans-Wilhelm von Dresky is better remembered for his chivalry in his dealings with the survivors of sunken ships than for his success as a destroyer of ships and appropriate recognition of his conduct in this context is to be found in Bernard Edwards' book *The Merchant Navy Goes to War*.

Von Dresky was one of 25 who lost their lives that night, but according to Paul Kemp in his book *U-boats Destroyed*, 17 of U33's complement were saved, no doubt thanks to Gleaner, whose excellent work as sentinel and saviour was to have a curious sequel.

In the mid 1950s a Glasgow newspaper ran a serial article on the sinking of the U-boat which had dared to penetrate the

defences of the Clyde. It was illustrated with a photograph of a few of the headstones of U33's dead, interred in Scottish soil – which shocked a certain Dumfriesshire farm worker who saw his own name on one of them.

The newspaper was quick to publish a correction, together with a photograph of a family group. The father of the family, it said, was very much alive and happily domiciled in Scotland. He was one of the U33 survivors who had been hauled out of the sea on that winter night, probably by Gleaner.

Interesting to read that HMSML Gleaner is now to survey the waters of the Clyde where, long ago, her predecessor maintained her exemplary watch. – J. S. Mark, Oakham, Rutland.

That was my duck!

MAY I set the record straight about the 'Iron Duck' souvenirs for officers leaving HMS Iron Duke, as reported in the June issue?

Every Spring there is a 'Duck Derby' held by the Lions Club on the Thames here at Maidenhead, for which TS Iron Duke has the task of releasing and then collecting several thousand small plastic ducks.

Some years ago a visiting Royal Navy officer made a disparaging remark about our affiliated ship, HMS Iron Duke. This triggered something in my admittedly warped mind, and I had a mould made from one of the plastic ducks, and had two cast iron copies made which I mounted on small wooden bases.

One of these was presented to the wardroom on board HMS Iron Duke during our next visit. The second one lives in the wardroom at this unit.

The idea was to be able to say "no, that is an iron duck, this is the Iron Duke" whenever the remark came up again.

I enclose a photograph of the original twins before they were separated. My wife and daughter were quite upset that I was not credited with the original idea! – Lt M.Prince, RNR, TS Iron Duke, Maidenhead, Bucks.



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Music for all tastes at Pompey Festival

MAIN stage entertainments for the International Festival of the Sea at Portsmouth on August 24-27 were announced as *Navy News* went to press.

Nightly concerts will start at 7p.m. followed by son et lumiere, water fountains and visual special effects.

■ Friday: BBC Concert Orchestra and Jane McDonald (singer and presenter of BBC TV's 'Star for a Night'), singer Jeff Hooper to be broadcast live on BBC Radio 2 – compere Ken Bruce.

■ Saturday: Spandau Ballet and Hot Chocolate (formerly known as) with a supporting band.

■ Sunday: Band of the Royal Marines with Kate Adie as compere and other special guests.

■ Monday: 'All at Sea' – the variety performance of the festival, including a major son et lumiere and a possible pyrotechnic plus a floodlit Beat Retreat with the Royal Marines.

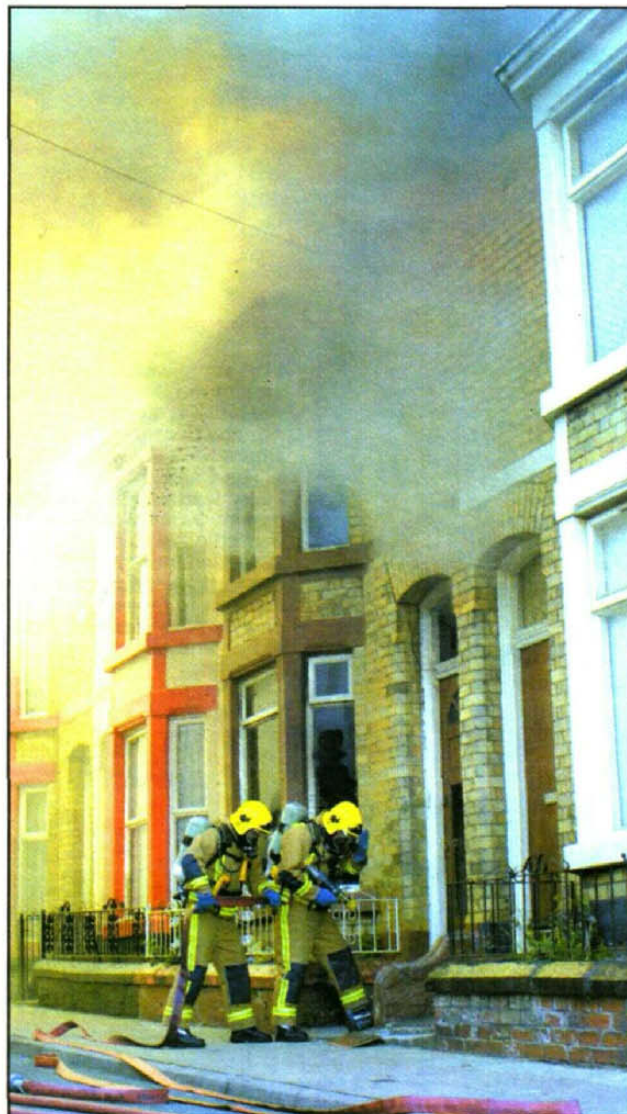
Fifty musical acts have been booked for the Kings Stairs and Marlborough stages – including Celtic and Irish, Ghanaian drumming, reggae and African roots, Cajun, Gypsy and Romanian, samba, Jewish festival music, salsa, European roots, steel bands, soul, jazz and brass.

Thirty shanty, folk and traditional bands are also booked for these stages, as well as for the dedicated Shanty stage.

In addition, 20 roaming bands and other music not programmed to a stage performance – including members of the Royal Naval Pipers Society – will be featured.

Tel 02392 725000 for further details.

LIVERPOOL'S BURNING: NAVY FIREFIGHTERS IN ACTION



● INTO THE BREACH: Royal Navy firefighters from RN air station Culdrose move to tackle a house fire from the inside, to stop it spreading through the loft space to neighbouring properties.
— Picture: PO(PHOT) Graham Meggitt

□ From page one

which could have exploded at any time.

"We withdrew behind a wall and switched from fighting the fire to cooling the cylinder," he said. "Then the Fire Rescue Team (specialist firefighters drawn from the Fleet Air Arm and RAF) used thermal imaging to check whether the bottle had any hot-spots that could make it unstable."

"When we got the all-clear we put the cylinder in a dustbin full of water to cool it fully, and got on with extinguishing the fire."

Nerve centre of the operation – codenamed Fresco – is at Merseyside police HQ where members of all three Armed Services were working with the police, non-striking fire officers, Defence Fire Service officers and ambulance personnel.

From there the firefighters were being deployed to meet each emergency, the police guiding the fire engines to the scenes.

The largest group of Navy personnel is based at the new RNR training centre in Liverpool, HMS Eaglet. Working 12-hour watches to man the Green Goddesses around the clock, sailors drafted from all parts of the country worked alongside Army drivers and the Fire Rescue Teams.

The rescue teams were present to deal with unforeseen difficulties such as the gas cylinder incident, or to act if there was a need to enter a burning building to save life.

Unlike the regular Fire Service who work with the latest equipment, the Armed Forces in Liverpool have the 50-year-old Green Goddesses whose effective speed is below 40mph.

Paying tribute to the work of the Forces, Chief Fire Officer Malcolm Saunders said that the first 24 hours of Operation Fresco would have tested any fire service. Assistant Divisional Officer Ashley Lineham said everyone was working together well: "I think the lads are doing brilliantly considering the age of the equipment."

Chairman of Merseyside Fire Authority, Peter Dowd said: "I can only pay tribute to the men and women of the Armed Forces who together with our own personnel have worked so hard to ensure that despite some of the highest-ever levels of fire calls, nobody has been seriously injured from fire."

Praise came too from Armed Forces Minister Adam Ingram: "They have risen to the challenge with typical courage and professionalism," he said.

'They have risen to the challenge with typical courage and professionalism.'



● EMERGENCY COVER: Naval Airmen Rob Cork and Dale Bickford are briefed by PO Paul Ludlam before entering the burning house.
— Picture: PO(PHOT) Graham Meggitt

Royal Marines 'more integrated than ever since World War II'

THE RENAMED Fleet Protection Group Royal Marines (FPGRM) has officially marched in to HM Naval Base Clyde, where they formed up outside their new headquarters block – Gibraltar Building.

C-in-C Fleet Admiral Sir Alan West took the salute and unveiled a plaque to mark the event. He was accompanied by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony.

Said Admiral West: "The Royal Marines are more integrated in the Royal Navy now than at any stage since World War II."

"The Fleet Protection Group are playing an increasingly important role supporting deployed British forces around the world, and it should never be underestimated how valued you are by the Fleet."

He went on to tour Gibraltar Building, which for the first time houses all sub-units and headquarters in one purpose-built centre.

The ceremony marked another milestone in the switch from Comacchio Group RM to FPGRM – the unit has moved to Faslane from RM Condor in Arbroath and the 224 ranks on parade represented around half the Group's current strength.



● PROTECTIVE FORCE: C-in-C Fleet Admiral Sir Alan West inspects the renamed Fleet Protection Group Royal Marines at its new home at Faslane.

The rest are currently providing security to forces and establishments at home and abroad. Personnel forming the Fleet Standby Rifle Troop are also deployed to South America, the Middle East and Sierra Leone.

FPGRM have inherited the traditions of the now-disbanded 43 RM Cdo from Comacchio Group and the Commando Colours are proudly displayed in Gibraltar Building.

Improved rifle trials build on reliability

INITIAL results from trials of modified SA80 weapon systems are said to be "very encouraging."

The SA80 system – rifle and light support weapon (LSW) – is the mainstay of British Armed Forces and had been widely criticised for being unreliable.

Now, to improve its reliability and lengthen its service life, a modification programme has been initiated which will start later this year.

Before the modified weapons are brought into active service, the SA80 system will have undergone trials far more rigorous than those specified when it was originally introduced.

Based on typical battlefield mission scenarios covering Arctic, jungle, desert and temperate conditions, the new version of the rifle will have to prove itself by firing 150 rounds, including single shots, rapid fire and bursts, in just over eight minutes, compared to 120 rounds in 24 hours under the old benchmark, while the LSW will achieve 960 rounds in 36 minutes instead of 800 rounds in 24 hours.

An MOD spokesman said: "Although it is too early to draw any final conclusions, the initial results are very encouraging. Everyone who has been involved in the trials programme has been impressed with the modified weapon's reliability."

Heckler and Koch have been awarded the contract and the first modified weapons are expected to be issued around February next year. Modifications include new firing pins, gas cylinders, magazines and breechblocks, with the LSW getting a new barrel as well.



● TOPPING UP: HMS Glasgow takes part in a replenishment at sea (RAS) with RFA Black Rover in the South Atlantic.

Glasgow remembers Falklands conflict

DIVERS from HMS Glasgow have replaced the White Ensign on the wreck of HMS Antelope off the Falklands.

Lt Cdr Martin Mackey led a seven-man team to locate the site of the sunken frigate in San Carlos Water. Prayers were said in remembrance of those who lost their lives recapturing the Falkland Islands in 1982 and the team also presented a new Union Jack to the curator of the war cemetery in San Carlos.

Two men were killed in HMS Antelope on May 23, 1982. As the Type 21 frigate sailed through Falkland Sound, south of Fanning Island, she was hit by two 1,000lb bombs. They failed to explode, but one man was killed by the impact and another died when one of the bombs exploded as disposal experts worked on it later.

The fire that followed forced the ship's company to abandon ship and minutes later weapons magazines exploded.

HMS Glasgow also played a prominent role during the Falklands conflict and had an amazing escape. On May 12, while she was on picket duty in advance of the main Task Group, a bomb hit her broadside, but passed straight through the ship without exploding. There were no casualties.

The Type 42 destroyer is on a six-month deployment known as Atlantic Patrol Tasking (South). She spent ten weeks patrolling off Freetown, Sierra Leone, in support of the UK training programme for Government troops fighting rebel forces – and is due to return there after patrols around the Falkland Islands and South Georgia.



● The Duke of York arrives on board USS Coronado with Lt Cdr Sean Brady in San Diego

Duke supports Navy business Stateside

THE DUKE of York has met a group of Royal Navy officers in the United States who represent the UK Armed Forces to their American colleagues

The Duke, who was visiting San Diego in California to promote British industry, took lunch with the Commander Third Fleet, Vice Admiral Mike Bucchi, and eight British officers, whose wide spectrum of skills provides support and insight for their hosts.

Lunch was held on board USS Coronado, converted in 1997 from an amphibious assault ship into one of the US Navy's Command and Control ships based in each of the major Fleet Command areas.

Last October the Coronado became the only ship to be designated as a Sea Based Battle Lab, being used for experimental purposes to rapidly prototype new equipment and Fleet tactics to allow them to be honed for Fleet operational use much more quickly than was the case.

The visit was organised by UK Exchange Officer Lt Cdr Sean Brady – one of several exchange or liaison staff with the Fleet, representing countries such as Japan, Australia, Chile and Peru.

Putting Fleet First – why we'll still be:

'THE BEST – BUCK FOR BUCK, SIZE FOR SIZE'



● "We have Armed Forces that are increasingly shaped to meet what we want them for" – Deputy C-in-C Fleet Vice Admiral Jonathon Band

LAST month Fleet First, the proposal to reorganise the Royal Navy's Fleet Headquarters and to collocate the major part of it at Whale Island, Portsmouth, received Ministerial approval.

As reported in our May issue, staff from the Northwood HQ in Middlesex and RN air station Yeovilton who deal with training, warfare requirements, engineering and sustainability and programming and resource management for the front line, will join Fleet personnel already in Portsmouth in a schedule that should be complete by September 2003.

There will be no more Type Commands and ship/submarine squadrons – instead a "Fleet Waterfront" organisation will operate from Portsmouth, Devonport and Faslane/Rosyth to support the ships and manage seagoing personnel. There will be an enhanced "cradle to grave" training role for Flag Officer Sea Training and a second 2-star Battlestaff – COMUKAMPHIBFOR – commanded by a Royal Marine officer.

Deputy Commander-in-Chief Fleet Vice Admiral Jonathon Band told *Jim Allaway* the pressures for change were overwhelming:

The structure we have at the moment, while it has been excellent, has outlived its time. The Navy now is a very much more joined-up outfit in terms of putting the right sort of units together for deployments both in the joint area and into NATO – and basically the infrastructure of the old Type Commands is something that is no longer appropriate to the Fleet, either in size or shape. What we're going to do with Fleet First is matched to the needs of today's and tomorrow's Navy. "Until the Strategic Defence Review, the Navy was responsible for operations, manpower and support – and then the support leg became part of the Defence Logistics Organisation. And so, increasingly, the Fleet staff now no longer have their hand directly on the lever – as we do in managing operations where we can send ship A to point B, ship Y to the Caribbean or wherever we need. In the support area what we are doing is marking someone else's work in support of us.

"And so it is very important that our own support people are able to make sure that the DLO is delivering what we want – that we are getting what the deal says we should. Fleet First will help us to do that. Likewise, when we're talking about the future Navy – for example, what the new carrier will do, what the new amphibious ships will do – we are now formally part of the process that informs London what the operational capability should be in the future.

"The Navy, in my opinion, has rather taken issues like sustainability for granted – because other people did it for us. I'm talking about the real problems of deploying ships worldwide on operations and how we make sure they get the fuel, support, rations and so on. We used to rely almost entirely on the RFA. Well, now it may well be that we are in a NATO force or a

European force where we have to share sustainability routes – we've just got to be slightly cleverer at it. Again, the new Fleet HQ arrangements will help us to do the job better.

"Whilst there is a need for change, I think we're still the market leaders. I'm absolutely convinced we are the best international navy in the world – certainly buck for buck, and size for size, by a long way. And frankly, most of the other navies of the world, with the exception of the Americans, maybe, who are on an altogether different scale, would look to us as being the expeditionary experts.

"Carrying out operations where most of them are now thousands rather than hundreds of miles away is demanding and our staff must reflect where the new pressure points are.

"What exactly is it that still makes us leaders in the field? I think two things. Essentially, our force structure is organised to provide an element of our armed forces at high readiness, with ships prepared, crews trained, ammunition on board, and the ability to get there and sustain a long-running operation. That, to a certain extent, has always been inherently available in the Navy, which has always had, either formally or not, a world-class focus.

"Also, when we look at an operation or an exercise or other commitment, we think about it in a deeper fashion and scale it accordingly. Some of that is our heritage – but some of it is down to the fact that we do have Armed Forces that are increasingly shaped to meet what we want them for.

"For instance, look at the difference in how we deploy a carrier now to how we did it 20 years ago. Or how the role of the submarine has changed from prowling about off Norway to delivering Tomahawk Land Attack Missiles wherever they are required, from hundreds of miles over the horizon.

"We have conducted 12 operations at short

notice over the past 12 months – so there is no question about us being 'fit to fight'. But we've only got a certain number of hulls, only a certain amount of manpower, fuel and so on. So it's a question of optimising use of what we've got – and I'm not complacent about that. There are some areas, either in sustainability terms or in equipment or in numbers of people where the situation could be easier.

"Having to move individuals from one ship to another to meet the requirement at short notice is not something that we do lightly. But if your Type 23 frigate on Armilla Patrol is doing boarding operations in the Gulf, then you don't do that lightly manned – and you have to take in the slack somewhere else. Though I don't underestimate for one second the effect it has on the individuals concerned – we'd prefer to have a few more people to go around.

I am certain this new Fleet First approach will improve that situation. By drawing our talents together, I believe we can address the points of pressure as required – by making the mine countermeasures warfare officer sit next to the surface warfare officer and the submarine warfare officer in the same office, we will get a synergy of intellectual capability. And this will be reflected across every area of the HQ.

"It is important for people to realise that this is a big change in approach and culture – and that is why I think it was right to do most of it as one programme, because otherwise the period of upset would have been greater.

"We are not in a world that is standing still. I think Fleet First will help in the change process – although it is a change in itself – because it is actually going to configure us in a way that will enable us to deploy our intellectual ability in the Fleet staff in a more modern way.

"So that when the next challenge comes along we will have that extra capacity to deal with it."



Come to an understanding

CAPT Dick Twitchen, RN, Director of the Maritime Warfare Centre (DMWC) and Capt Scott van Buskirk, USN, Commander Submarine Development Squadron 12 (CSDS 12) cemented the already strong links between the two organisations by signing a new Information Exchange Memorandum of Understanding.

The relationship between the RN and the USN submarine tactical development communities has existed for over 50 years. The RN element is centred in the Submarine Division at MWC while the USN has a squadron of six submarines dedicated to tactical development at Groton, Connecticut.



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People in the News



● **The Wardroom Mess Manager at HMS Neptune, WO Al Green, has been named as an MBE in the Queen's Birthday Honours. Al, who has served 24 years and is due to leave the Navy next year, has seen plenty of the world, including the Falklands three times and Gibraltar, where he was House Manager for the Governor.**

Lone piper to lament 'lost graves' of war

A FORMER Royal Marine Commando is planning to undertake an arduous pilgrimage through the Far East to pay tribute to the war dead, and wants to hear from families and organisations who would like him to carry a memento with him.

Bill Jenkins – the Lone Piper – set out ten years ago to pay homage to the “forgotten graves” of Indian soldiers who

died in Greece.

Bill (67) was struck by the fact that 357 young Indians were buried in Monistir Road Indian cemetery, Salonica, and he vowed he would try to find out as much as he could about their backgrounds.

But his efforts to learn more about one particular soldier met with failure, and Bill, who lives in Liverpool, determined to travel to India to lay a wreath in Delhi and pay his respects.

But as he researched his trip, he discovered many similarly “forgotten” graves in India.

“I began to ask questions such as why is there a single gunner buried alone in Darjeeling? Who was Pte Mackie, and why was a special monument erected in Delhi War Cemetery? Why is there a solitary war grave in New Delhi Jewish Cemetery?” Bill said.

He decided that his journey to India should include all recorded and lost Commonwealth War Graves – and his remit widened as research uncovered evidence of Servicemen from Pakistan and Bangladesh who also fought and died abroad for the Allied cause.

Bill hopes to travel to those countries as well, and has identified some 30 locations, including Kirkee War Cemetery near Mumbai (Bombay), which has 95 RN graves, ten of whom served in HMS Dalhousie.

He also plans a 400-mile detour to Jamnagar, where the grave of 27-year-old S/Lt Allan Clarke, of the Dalhousie, has been declared beyond maintenance. The grave lies in the grounds of the Jamnagar Catholic Church compound.

“To know that this young man had been ‘abandoned’ and not to do anything about it would make the rest of my pilgrimage a mockery,” Bill told *Navy News*.

“S/Lt Clarke travelled half-way round the world to lay down his life. Can I not manage 400 miles to say, with genuine sincerity, ‘We will remember them’?”

“And if I can get one local family to look after the grave, then it will all have been worthwhile.”

Bill will carry with him small emblems, such as poppies and pennants, on behalf of groups such as the Jewish Ex-Servicemen Association, the Gurkhas and the Royal Marines, and is happy to carry further tokens on behalf of associations or relatives – so long as they are small and easily carried.

The journey should start at the end of October, and Bill, who served with 42 Commando in the early 1950s, plans to wear his uniform and play his pipes in tribute to his unknown Indian soldiers of Greece on November 11 at 11am.



● **WO Steve Rogers with Brazilian Naval Attache Capt Roger Turner at the newly-tidied grave of Lt Cdr Gordon at a civilian cemetery in Recife.**

Battle victim sets Steve a challenge

A ROYAL Navy senior rate who admits to being a ‘gravespotter’ has volunteered to help organise the pallbearer party for the body of the unknown RN Division sailor discovered with the Grimsby Pals at Arras (see July *Navy News*).

WO Steve Rogers first took an interest in war graves when he found out about his great-great uncle who was buried in Belgium during World War I.

“At the cemetery there were four other Rogerses buried, and I wondered if they were family members,” he said.

“Then I started to look at how many others named Rogers were involved in the war.”

He contacted the Commonwealth War Graves Commission in the early 1990s, and discovered there were more than 1,200 casualties called Rogers.

“I decided at that point I would try to visit all the Rogers graves I could, which would help with my genealogical research as well,” he said.

The result so far is impressive – 26 volumes with some

900 photographs of individual graves or names on memorials, with details of the circumstances of the death. Information is also passed on to other researchers.

“Being in the Navy means I get to places like Gallipoli,” he said.

“Whenever I have been on a ship, I organise visits to Commonwealth war graves, and if necessary the party will clean up the graves, though generally speaking they are very well looked after.”

“It is surprising how many people on board ship are interested in doing this.”

Steve was instrumental in laying a wreath for the dead from Graf Spee in Montevideo when HMS Edinburgh visited in 1998, having already paid homage to RN victims of the Battle of the River Plate.

Anyone interested in the subject, or seeking information, should contact Steve on 9380 25357, or at ASWEO to D3, D3 Squadron Staff, HM Naval Base, Portsmouth.



● **POWTR Vicki Norton.**

RN athlete is deemed best in the Services

A ROYAL Navy athlete has been named Combined Services Sportsman of the Year – the highest sporting honour in the Armed Forces.

POWTR Vicki Norton, currently at MOD Ensign, has represented the Navy at swimming, the marathon, cross country, track and field, and she also wields a mean tennis racket.

But it is in the new Olympic sport of triathlon that Vicki really shines. She has dominated the Inter-Services for a number of years, and won the most recent championship by more than two minutes.

She also stars for England at national level at both duathlon and triathlon, and in the prestigious Saucony 220 series she finished second overall.

Vicki then went one better in the British Triathlon Associations Grand Prix series where, in six races over the Olympic distance events, she comfortably took top spot.

Vicki was presented with her award – a poignant from Wilkinson Sword – by the Minister for Armed Forces, John Spellar.

Sick bay double

CONFUSION is a distinct possibility in the sick bay of HMS Lancaster with the medical team sharing the same name.

LMA Phil Coates joined the Portsmouth-based Type 23 frigate in early April – to be joined ten days later by Surg Lt Phil Coates.

“When I saw that I would be working with another Phil Coates, there was a fair amount of surprise,” said the 27-year-old doctor.

“We are not sure whether we are related, but I don’t think so.”

The two men come from opposite ends of the country, with 24-year-old LMA Coates hailing from Sunderland and Surg Lt Coates coming from Amersham in Buckinghamshire.

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FIONA 33, Dark hair, 5’1” G.S.O.H., Exeter. Seeks genuine guy for friendship/relationship. **Box Aug 17**

LILIAN 42, G.S.O.H. Would like Sailor/Marine for friendship/relationship. **Box Aug 18**

PERSONAL

ASHLEIGH, AGE 34, CARING AND LOVING. Part-time writer. Hobbies: Cross-stitch, Astronomy, Psychology, Cycling. Seeking a loving and caring guy for a serious loving relationship. Please send a photo with you reply. **Box NN003**

REQUIRED! BESPOKE NAVAL OFFICER for attractive professional lady (30’s) with dark brown hair and eyes. At ease in jeans or mess dress for fun times and summer romance/courtship. **Box NN002**

PENPAL MAG for adults, choose yourself a new penfriend from over 500 photos. **APPROVAL** copy from **MATCHMAKER**, (A10) Chorley PR7 4BS, or ring 01257 480155 (24hours)

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval. *Navy News* reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.

Base commander honours staff efforts

THE UNSUNG heroes of Portsmouth Naval Base are taking their turn in the spotlight, thanks to the Base Commander, Commodore Paul Boissier.

Commodore Boissier has instigated two annual commendations for highly-recommended individuals, one Naval and one civilian.

In addition, special commendations will be made to others who make significant contributions to the base.

The first serving sailor to be commended was WO Bobby Fung, the Deputy Area Recreational Officer, described as “an out and out professional”.

In his citation, Commodore Boissier notes the impact made by WO Fung in the year since he



● **WO Bobby Fung.**

arrived, and the significant improvement made in the service provided to the Fleet.

The first civilian to receive a commendation was Kevin Shaw, the officer in charge of the returns,



● **Kevin Shaw.**

surveyors, handling support and specialist packing teams, who has displayed leadership and dedication in a wide range of projects and initiatives, on occasions with reduced resources available.

Two special commendations were made to groups of staff.

The Port Control Assistants are part of the team promoting safety in Portsmouth Harbour and the Eastern Solent, showing great commitment to maintaining the highest standards, according to Commodore Boissier.

Also recognised for their performance was the Disposal and Reserve Ships Organisation – a small team which “has cheerfully and enthusiastically worked long hours, often in very unpleasant weather, and over many weekends in order to meet timescales...”

The team prepares ships, including RFA Olna and HMS Beaver, for disposal and tow, as well as managing other vessels awaiting disposal.



People in the News



Ian given ideal gift on a plate

WHEN Cdr Ian Peel's ticket number was called at the end of a raffle at Victory Building in Portsmouth, he thought he had won a modest box of sweets.

But the raffle, at a lunch-time barbecue, had been rigged – and the retired officer was presented with a personalised numberplate bought for him as a retirement gift.

The plate – R01 0MOB – signifies his current Civil Service rank (R01) and the section he ran (OMOB – Officers Mobilisation) for ten years on the staff of the Second Sea Lord.

As well as the appointment of officers recalled to service in time of war and crisis (including the Gulf War and the former Yugoslavia), Ian also ran the organisation responsible for appointing reservists and employment of officers recalled under the Navy's new Full Time Reserve Service programme.

It was the 150 officers serving under this latter scheme who donated the numberplate.

Ian has served the Royal Navy for a total of 38 years, and following a two-month holiday in Australia and the Far East will become heavily involved in church matters in the Petersfield area of Hampshire.

Retired captain joins Green Army

A DEVOTED football fan who retired from the Royal Navy after a career spanning 36 years has landed his dream job.

Capt David Tall, who left the Service in May, has been appointed chief executive of Plymouth Argyle Football Club.

A distinguished submariner, Capt Tall's last Royal

Navy appointment was as Captain Base Personnel at Devonport Naval Base, where he was responsible for a range of personnel services to the Navy community and to the civilian workforce.

His love of sport was well-known – before retirement he was chairman of the RN Football Association, and is a lifelong supporter of

Plymouth Argyle, known in the city as the Greens because of the colour of their shirts.

Capt Tall, who lives near Dartmoor, said: "To coin a phrase, it's a dream come true. Very few people get the opportunity to leave a job they've loved for 36 years to go to another equally rewarding."

Peter wins paramedic accolade

FORMER Petty Officer Peter Hutchings has proved a great success in his second career.

Because Peter (39), who left the Royal Navy five years ago, has earned the accolade Ambulance Service Paramedic of the Year.

The award was given to Peter as a result of his study into a fatal road accident, where a total of 67 people – from bystanders who witnessed the original crash to hospital porters and cleaners – had an important part to play in attempting to save the life of a man.

"I'm more than chuffed, but I didn't write it to show off my skills. It was more of a fact-finding thing to prove how many people are involved either directly or indirectly in saving a life," said Peter, who is now based at an ambulance station in Ely, East Anglia.

Peter spent 18 years in the Navy, taking voluntary redundancy as a PO Communications Yeoman, having served in HM ships Sirius, Ariadne, Invincible and Westminster, as well as ashore at Gibraltar and Hong Kong.

On leaving the Navy he contacted more than 40 ambulance services, and it was the East Anglian division which responded first.

Dr Chris Carney, Chief

Banjo scoots to Lands End

SENIOR rate Ian 'Banjo' West has made an epic journey from Scotland to Lands End at the sedate speed of 8mph.

Banjo (46) made the trip, from his base at HMS Neptune, by microscopier, collecting money for Parklands School in Helensburgh along the way.

The chief petty officer, currently Chief Caterer in the Main Mess at Neptune, managed to complete his 752-mile trip a day ahead of schedule, averaging 90 miles a day. His support vehicle was driven by civilian storeman Jim Clarke.



● Peter Hutchings.

Executive of the East Anglian Ambulance Service, said: "This award is a great accolade for Peter personally, and for the service."

"I congratulate him on behalf of everyone in the ambulance service. I have read his submission and it shows great attention to detail, accuracy and humility."

Peter, who qualified as a paramedic in March last year, takes a team leader development course next month.

Lemon switches to a yellow motorcycle



● Former CPO Lemon Kerr in his new role with the AA.

FORMER Chief Petty Officer 'Lemon' Kerr has swapped the blue of the Royal Navy for the yellow of the AA.

Lemon – known to some as Tony – was a sonar specialist, and spent 22 in the Service.

And the 42-year-old's experience through the years, and an interest in cars and bikes, stood him in good stead for his new role as an AA patrolman.

Lemon served in HM ships Sirius, Naiad, Montrose and Liverpool, among others, and saw service in the Falklands.

He trained with the AA as part of a resettlement course while still in the Navy, and was offered a job on the strength of his ability.

Shift work permitting, Lemon also lends a hand at the historic dockyard in his home town of Chatham.

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● Flt Lt John Jackson (left) and Lt Craig Finch.

Trainers take honours

TWO INSTRUCTORS from the Armed Forces' Central Flying School (Helicopter) Squadron have taken the top honours at the British Helicopter Championships.

Flt Lt John Jackson (RAF) and Lt Craig Finch RN, achieved top four placings in a Squirrel over the two-day competition, proving their worth in a range of disciplines including navigation, precision flying and slalom.

Their combined results put them ahead of 24 other civilian and military teams, including reigning champions the Army Air Corps.

Sqn Ldr Bunny James, Commanding Officer of the squadron at RAF Shawbury, said: "A result like this is a true indication of the abilities of the staff here. It is terrific that they have lived up to our unit's motto, 'a tradition of excellence'."

Following in Mum's footsteps

COLLETTE Richard's career in the Royal Naval Reserve obviously had an effect on her family – her second son has just joined the Naval Service.

Collette has been a member of the RNR for 23 years, and is in the Communications Branch. She is currently an instructor to the New Entry recruits at HMS Raleigh.

And it was at the Torpoint establishment that her younger son, OM David Wemyss, completed his basic training, allowing his mum to take a special interest in the passing out parade.

Collette's other son, Kevin, joined the RM Commandos just over two years ago.

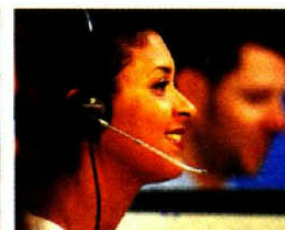
Collette said: "I am thrilled and very proud of my two sons. They have both done exceptionally well, and have fantastic careers ahead of them."



● Proud mum Chief Petty Officer Collette Richard with sons David (left) and Kevin.

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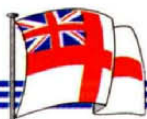
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Drafty



'And when you've taken command of this frigate... any courses you'd like to do?'

Go for individual treatment over career questions

NOT getting on as fast as you want? Stuck in a rut with little prospect of promotion? What you need is information, advice, a pointer to who can give the right answers, where the rules are written down and what happens next. A whole range of questions with no easy answers? Wrong. Ratings Career Management is the answer.

It's all about how you get treated as an individual and find the answers to your particular problems.

There are some good places to start, such as your Divisional Officer or the ship's office, as well as the waterfront Drafting and Career Management Liaison Officer (DCMLO). But what is it that you really want to know?

There are people in Centurion Building working for Staff Commander Naval Drafting Directorate, who have little to do with drafting, but whose day is spent in support of ratings.

They work on promotion and advancement, information systems, maternity issues, Reservist and full-time Reserve service issues. They make sure draft orders are sent to the correct units, maintain next-of-kin details, and book courses – especially important ones such as BSSC, ISSC and leadership.

They answer representations and complaints and ensure rules are applied equally. In short, they provide Ratings Career Management, and they care about you, the individual, and your needs.

They are the support teams who provide the oil in the drafting machine for RN and RM personnel, and ensure your requirements are met, actioned and recorded.

Last year they despatched 256,000 drafting orders, booked over 5,600 to ISSC or BSSC and 2,250 ratings to leadership courses, organised and checked 14,500 promotion dossiers, and received over 85,000 phone calls. That's a very large volume of work by any standards, so bear with them when the odd error creeps in.

Enough about them. What about you? (Since their sole purpose in the Naval Drafting Directorate is to provide a service for you). The benefit is in attempting to treat each of you as an individual, understand and meet your needs and allow you to make decisions on where, when and how quickly you want your career to progress while taking your family needs into account.

Achieving a 'work-life' balance is one of the most important aspects of Ratings Career Management. The Staff Commander's team strive to sort out conflicting Service

WANTED

CPOAEM(M) with 4 Regt AAC in Lynx, AMG workshops at Wattisham, Ipswich, Suffolk for 24 months from May 2. Sea service.

POAEM(M) with 1 Regt AAC in Lynx AAC workshops at Guttertosh, Germany, from Dec. 2 for 18 months (single or unaccompanied) or 30 months (accompanied). Shore service.

Any AB or LH with DNR, RCHQ North at HMS Caledonia, Rosyth, as LGVC driver for 24 months from Feb. 2. Shore service.

MEM1 for MEMOC billet in HMS Roebuck (Devonport-based survey ship) for 30 months from Jan. 2. Sea billet.

MEM1 for MEMOC billet in HMS Ramsey (Portsmouth minehunter) for 30 months from Jan. 2. Sea billet.

MEM1 for MEMOC billet in HMS Alderney (Portsmouth fishery protection vessel) for 21 months from Jan. 2. Sea billet.

and personal issues to your advantage. There must be a balance against the needs of the Service and operational capability. Nevertheless, there are probably many ways in which they could assist you to be where you want, doing the job you've been trained to do, getting the right experience for promotion and preparing you for a career when you leave.

It's not all about today, either. Commodore Naval Drafting is trying to make branch transfers more user-friendly, providing a means to de-conflict sea service for parents with dependant children, and to streamline the selective promotion procedure to allow individuals to make the most of their opportunities and potential.

There is a huge amount of information available in pamphlets and magazines, such as the *Naval Manning Agency Digest*, the recent *Second Sea Lord's DO Handbook*, and the Director Naval Service Conditions Briefing Notes. There are also *Placard*, *People Matters* and, of course, *Navy News*.

There's plenty of information on the websites, such as the Internet and MOD Intranet with its Jobs List (see below).

How can it be made any easier? Go to your nearest DCMLO for the information you want. They don't just provide drafting advice, they help with all the above issues and are receptive to ideas.

If they don't know the answer they will find someone (in Centurion Building) who does. Whatever else goes on in the future, it will involve Ratings Career Management. So don't get left behind – help us to help you sort out your career and your life.

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Jobs list on the Web

RN and RM drafts and appointments are now on MODWEB, the Second Sea Lord's Intranet and Chots, the RN/RM Jobs List being launched by the Naval Manning Agency in conjunction with the Topmast programme on April 1.

MAA Sue Morgan of the Topmast team said: "The primary aim of the Jobs List is to give people access to information in a new way. This will help them decide on future career moves."

The Jobs List tells people where all the billets and appointments are for their

branch, and is part of the support for the introduction of Topmast.

To browse the user-friendly web page, click on 2SL Web, Key Issues, then on RN Jobs List. Information includes rank, branch, unit, job title, location and base ports.

Once people have seen what is available they can use it as the basis for discussion with their Divisional Officer or by making an appointment with their nearest Drafting and Careers Management Liaison Officer. And DOs can access the site for info on their role.

Army of teenagers descends upon Norton Manor

Learning Marine life the hard way

40 COMMANDO found itself swamped with teenagers when over 200 pupils from local schools joined forces with them to enjoy an action-packed day of climbing, crawling and abseiling at the gruelling RM assault course at Norton Manor.

Pupils from Queen's College, the Castle, Ladymead, Bishop Fox's and Taunton schools met with the Royal Marines at Norton Manor to, with their help and expertise, tackle the gruelling assault course set up for Marine training.

The students, aged mainly between 15 and 17, hopped eagerly beneath the guiding wing of Major Spike Kelly and a squad of highly trained Marines to take part in a hugely successful day where pupils gained a wealth of knowledge and skills during a brief taster of life as a Royal Marine.

The pupils used and developed strategy, team-work, leadership skills and initiative as they worked themselves and their friends through a variety of mentally and physically testing tasks, including a simulated minefield, underground tunnels and sheer 40ft drops.

To aid them across these obstacles the pupils used hi-tech instruments such as mine probes and surveillance equipment – though at the end of the day it mattered not how much technology they used, what really got them through the course was sheer grit and determi-

nation.

Intended as an informal fun taster of Marine life, the day was most certainly a success, with Royal Marines giving up their spare time to teach the pupils about various aspects of their jobs, including first-aid, camouflage, weaponry and communications.

Castle School teacher Chris Howe said it was "a fantastic day for the children to learn about the Marines but also about team-work – although it was very wet"

St John Cox, a teacher at Ladymead school, added: "The day was immensely enjoyable despite the appalling weather. We are very grateful to the Marines for their time and help, they were really enthusiastic and related well to the students."

The youngest pupil present on the day, 11-year-old George Pile, benefited particularly from the experience, having always wanted to join the Services but having had reservations as to whether or not his dyslexia would prevent him from doing so.

His worry was solved when Mne



● **LEARNING THE ROPES:** Devonshire teenagers tackle the Royal Marines assault course at Norton Manor.

Matt Fox, also a sufferer, escorted him through the activities for the day and explained how he had overcome his own difficulties.

Tall tales of submarines

DIRECTOR of the RN Submarine Museum Cdr Jeff Tall will give a talk at the Imperial War Museum on 'One Hundred Years of Royal Navy Submarines' on August 8 at 2p.m. Free seats may be booked on 020 7416 5499.

Survey ship's Senegal soccer shocker

DEVONPORT-based Hydrographic survey ship, HMS Beagle let loose her football team against the Senegalese Navy whilst in port in Senegal's capital, Dakar.

In true English sporting fashion the Beagle's team were party to a healthy 3-1 slaughtering. Unfortunately, though, they weren't the ones doing the slaughtering.

With the formidable Senegalese Navy shooting ahead in the first half with a comfortable two goals things were looking decidedly bleak for the Beagle's squad.

Maybe this gave them an extra boost in the second half when they started to hold their own against the Senegalese, but alas, it was not to be and the game ended in a conclusive 3-1 score in favour of the home team.

Previously in their Dakar stay they met with their US Navy counterpart, USS Littlehales and each gave the other tours of ship.

Later HMS Beagle moved back to Sierra Leone for her third and final survey period, maintaining the Royal Navy presence in support of the Sierra Leone government and carrying out hydrographic surveys in and around Freetown.

Beagle arrived home at Plymouth last month and deploys again at the end of August – her final year in commission proving to be one of her busiest.

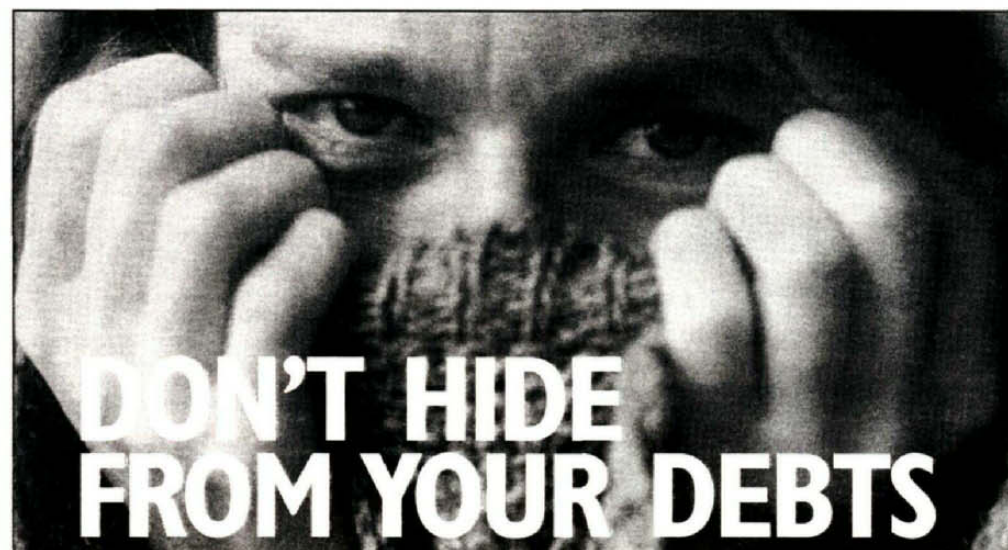
Forget the nappies - we've got wheels to change . . .

SERVICE wives in Plymstock are trying their hand at car maintenance following a fateful decision at a weekly coffee morning not to be left helpless when the men are at sea and the car might as well be.

Under the guiding eye of MEM Simon Jones from HMS Drake's car club, the wives have gained a natural grasp on the basics, including how to change a wheel and check the oil and water.

Some of the wives have inflicted a ghastly blow to their husbands' pride by becoming more competent than them at what was traditionally 'a man's job' claims Caro Clark (pictured right) who says: "If anything went wrong with the car we both wouldn't have a clue."

The idea was turned into action when MAA Jane Stroh, Naval Provost Marshal's community liaison officer, approached HMS Drake's car club who happily sent a representative to pass the tricks of the trade on to the willing wives.



Is this you?

DEBT PROBLEMS

Client A is in the Forces. His financial difficulties arose because of a series of unfortunate events over a period of a few years. Together with his partner he took out a mortgage to purchase a property and also various loans to pay for the deposit and furnish their new home. Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.

DEBT SOLUTIONS

By this time, the total value of his unsecured creditors, i.e. not including the mortgage and HP payments was around £21,000. We assessed his full financial situation and established that his monthly disposable income (i.e. money left after paying the mortgage, household bills and living expenses) was £185. FCL were able to assist this client by preparing proposals to the client's creditors offering this monthly sum over a period of 5 years in full and final settlement of all his unsecured liabilities. This offer, of around 50% of the total debt was accepted by the majority of the Creditors and became legally binding on them all. As you can imagine this was a relief to the client who now felt able to make a fresh start in his life.

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FORCES LAW HELPLINE:**0845 6011260**

The Forces Legal Network

**Moneywise****Your choices over the stakeholder pension****B**Y LAW, the Ministry of Defence as an employer has to designate a stakeholder pension scheme, and work is now going on to choose a commercial supplier.

The new arrangements will not affect in any way Service people's entitlements under the Armed Forces Pension Scheme, but it will present them with a series of choices should they wish to take advantage of the stakeholder set-up.

Stakeholder pensions are flexible, low-cost, personal pensions. Contributions are invested in a fund which is eventually used to buy a pension and can be of any amount up to a set limit – currently £3,600 a year gross.

As the scheme came into effect on April 1, payments can be made into a stakeholder pension now.

Any member of the Armed Forces, whether or not their employment is covered by an existing pension arrangement, such as the Armed Forces Pension Scheme, is eligible to contribute to a stakeholder pension provided their annual earnings are below a set limit – currently £30,000 gross.

**'And avoid sailors – this says they could be holding stakes!'**

Should the gross annual earnings of a member exceed the limit, there is a five-year continuance period during which contributions can still be made to the scheme. If gross earnings fall below the limit at any time during that five years, the count restarts. Otherwise, contributions must end after the five years.

As a concession to the spouses of Crown employees, husbands or wives who accompany their Service partners on an overseas tour are

also eligible to make and maintain contributions to a stakeholder pension.

All employers with a workforce of more than five must now provide access to a stakeholder scheme for employees earning (currently) £67 or less a week, and who are not eligible for membership of an employer's occupational pension scheme.

The employer must make an arrangement with a commercial stakeholder provider and, if asked

to by an employee, must make deductions from the employee's pay and pass them to the stakeholder pension provider.

Employers must have designated a provider by October 8.

MOD is in the process of designating a provider who can offer a stakeholder scheme to all eligible members of the Armed Forces. However, the Ministry can only make deductions from pay for Service people, not on behalf of a spouse or other family member. Further details will be published in coming months.

If you are not sure whether you might want to pay into a stakeholder pension, you may wish to speak to an independent financial adviser.

The Department of Social Security produces various guides on pension options. They can be obtained by calling the Pensions Info-Line on 0845 7 31 32 33 (calls charged at local rates). A telephone number is available on 0845 604 0210, or you can write to:

DSS Pensions, Freepost BS 5555/1, Bristol, BS99 1BL.

Guides can also be ordered online at www.dss.gov.uk

A Defence Council Instruction will also be published soon with further details, including the name of MOD's designated provider.

Cut the fuel bills – not the connection**ANYONE** trying to run a household will know that there are times when there is not enough money to go around.

When trying to juggle the accounts and deciding which bills to pay and which to delay, you must remember that some debts are more important than others.

Always pay priority creditors first – such as mortgage, rent, gas, electricity, water, Council Tax, maintenance and court fines. Non-payment of those could result in loss of property, eviction, disconnection of essential services or imprisonment.

You have little or no control over the size of some bills, but you do over others – especially those for gas and electricity. Sizeable savings can be made in those areas, and by shopping around you can switch to a company that offers energy more cheaply than your current supplier. Dual fuel agreements – buying gas and electricity from the same provider – may

give additional savings.

You can economise in other ways without undue hardship. Follow these steps to save money on fuel bills:

ALWAYS know your tariff – a call to your supplier will confirm it and most will ensure you are on the most economical level.**PAY** by the most economical method. Most companies offer a discount if you pay by direct debit. If you pay a landlord for power via a private coin meter, consider connecting direct to a meter provided by a power company – it's usually cheaper.**SAVE** more if you use your home for any type of business. You can claim part of your household fuel bills as a business expense. Just divide the electricity or gas bill by the number of rooms you use in your home for business – if there are five rooms and you use one as an office, 20 per cent of your bill can be paid by your business.**AUDIT** your appliances. Know how much each of your appliance uses: Multiply the

cost of one unit of electricity (see your bill) by the wattage rating of the appliance, and divide by 1,000. For example, an electric oven uses up to 540 per cent more electricity than a microwave oven.

CONSIDER low-voltage appliances. For example, a 240v desk lamp typically uses 60w, whereas a low-voltage halogen lamp uses 20w.**SWITCH OFF** sleeping appliances. Your TV, VCR, hi-fi, computer, security lights which use a PIR detector can use from 6w to 30w per hour on standby.**LIGHTEN UP.** Low-energy lamps are an obvious solution, saving on average 90 per cent in consumption.**USE THERMOSTATS** efficiently as heating can account for the bulk of your winter bills. Turning your thermostat down by just two degrees can save up to 25 per cent on costs in a year. Fit individual thermostats (typical cost £4) to each heater.**LOOK** before you cook. Where possible switch to microwave cooking. Microwave ovens use a fraction of the energy of conventional cookers and cook in much less time.**FIX** that fridge. The average refrigerator uses 250w per hour, a separate freezer at least double that. Ensure they are in the coldest place, or at least move them away from the cooker. It will save pounds.

There are lots more cost-saving measures, such as only partly filling kettles and taking showers instead of baths. However, if you are struggling to pay energy bills, contact your suppliers to negotiate an arrangement you can manage.

This feature was supplied by the debt advice company FCL (freephone 0800 716239) and website information at: www.fcl.org.uk**Financial
services
website
launched
by Naafi**

A NEW website has been launched by Naafi Financial. It gives information on the full range of finance and insurance products available from Naafi for those in the Armed Forces and Ministry of Defence, and their families.

The site also features details of the two new products recently launched by Naafi Financial – Family Assurance Bonds and Naafi Cars Direct.

Janita Hanif, Naafi Financial's marketing director, said:

"Our new website gives our customers another opportunity to contact us, and to find out more about the products and services Naafi Financial provides, which are specifically tailored to meet the needs of the Services."

"It also clears up a lot of confusion about the Naafi Financial and Warrior Group relationship."

Naafi Financial were also developing the facility for customers to apply for many of the organisation's products online – seen as particularly useful for people serving in the more remote overseas locations.

"We are also developing the site to become more interactive," she said, "and to include many useful additional links for the Armed Forces."

Those visiting the site on www.naafi-financial.com will be able to give their views on what they'd like to see in the future and to enter a prize draw to win a DVD player.**Stratstone**

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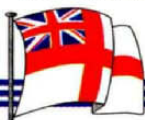
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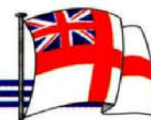
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Helping Hands



Cardiff team rises to peak challenge

A TEAM from HMS Cardiff has raised more than £1,000 for Imperial Cancer Research by hiking up the highest peaks of Scotland, England and Wales in less than 24 hours.

The team started the annual Three Peaks Challenge at Ben Nevis at 4.30pm, and with minibus trips to the Lake District and Snowdonia following on, punctuated by climbs up Scafell Pike and Snowdon, the team finished the Challenge in 22h 31m.

OM Hammy Hambly had a personal reason for undertaking the challenge – his father died of cancer in 1997. Hammy said: "I'm glad to be able to raise money to help the fight against cancer."

Carrier cyclists race for home

A TEAM of cyclists will race carrier HMS Ark Royal from Rosyth to Portsmouth to raise money for a pioneering piece of equipment.

The team, led by CPOs Kev Anderson and Chris Alderson, will call at Leeds General Infirmary on the way. The Ark's cyclists recently helped launch the £50,000 appeal for a voice-activated robotic arm, to be used in keyhole surgery on new-born babies – the only such facility in Europe.

Donations can be sent to the Revd John Green, HMS Ark Royal, BFPO 212, with cheques made out to Central Fund, HMS Ark Royal.

Treat for disaster survivor

HMS CORNWALL has played host to a young survivor of the devastating Indian earthquake earlier this year.

Parth Praddip Joshi (11) was trapped in rubble for 96 hours, crushing his leg.

Rescue workers, including the Devon-based Rapid UK, got him out safely, but could not save his

Rescue group aided

THE RUGBY club at HMS Collingwood has supported the Gosport and Fareham Inshore Rescue Service (GAFIRS) by donating cash for a modern Global Maritime Distress radio system.

GAFIRS, which uses three boats to patrol the Solent coast, is manned by volunteers – one of whom is CPO Mike Allen, who made the approach to the rugby club.

mother and brother.

Parth's leg was amputated, but he now has an artificial limb, and the need for further medical treatment brought him to Britain – and Devonport Naval Base.

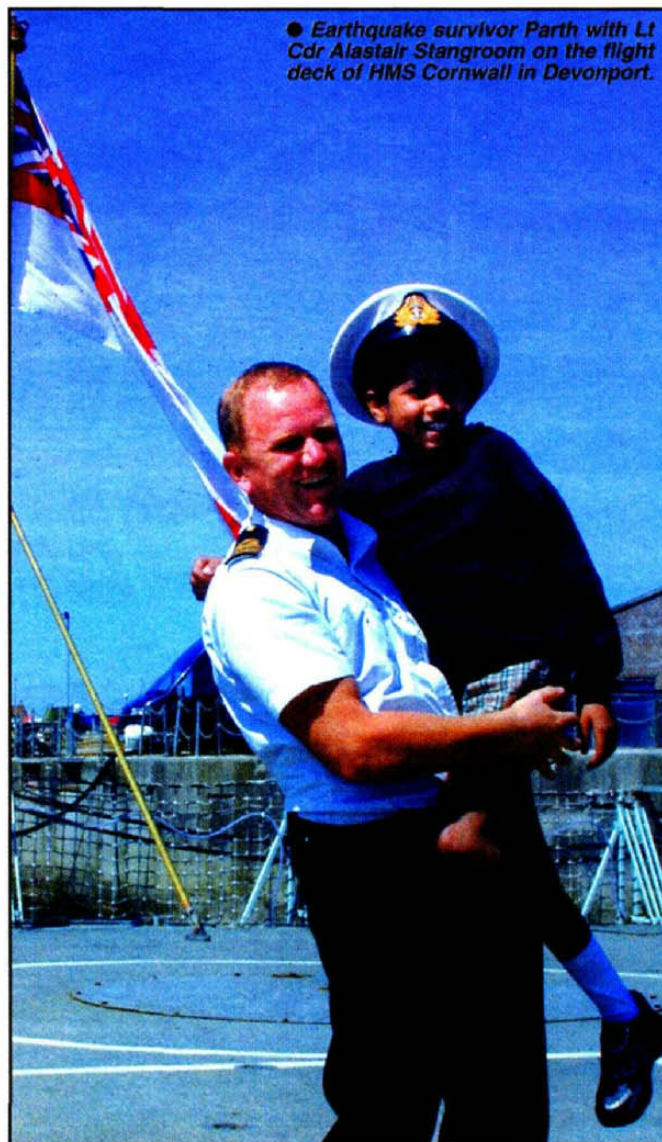
Parth, his father Pradip and members of Rapid UK were welcomed to the Type 22 frigate by the ship's Executive Officer, Lt Cdr Alastair Stangroom, and were given a full tour.

Parth sat in the Captain's chair on the bridge, and also tried the attack training simulator.

Despite the loss of a leg, Parth made light of the ship's ladders with minimal help from his father.

The whirlwind two-hour visit ended with Parth taking a bag of goodies and four packets of his favourite ready-salted crisps.

The youngster and his father have now returned to India, but are scheduled to be back in the UK next year for further treatment.



● Earthquake survivor Parth with Lt Cdr Alastair Stangroom on the flight deck of HMS Cornwall in Devonport.

Donations off payroll worth more

A SIMPLE, tax-effective charity scheme operated by the Ministry of Defence could mean extra money for good causes.

The Charities Payroll Giving Scheme is open to Service and civilian personnel, under which an authorisation to the MOD allows the department to take regular charitable donations from pay, which is given to a Payroll Giving Agency for onward distribution.

For individuals, the donation is taken from pay before tax is calculated, which means tax relief is included in the donation – at the basic rate of tax, it will effectively cost the donor £3.90 to donate £5.

In addition, the Government will add ten per cent to donations until April 2003, which bumps the £5 donation up to £5.50, as well as guaranteeing charities a regular flow of funds.

The MOD scheme is currently administered by South West Charitable Giving, of Tavistock.

Anyone who wishes to join the scheme should complete a Charities Payroll Giving Scheme application form (MOD Form SWCG/2 for Service personnel, Form SWCG/C1 for civilians).

More details are contained in DCI Gen 166/01, or ring SP Pol Families on Main Building 78334.

Teams travel in hope to Bute

A CHARITY challenge saw three teams from HMS Chatham using their initiative to travel from Plymouth to the Isle of Bute at minimal cost to raise money for the ship's charity.

The teams selected routes at random from sealed envelopes, and then set off with a list of landmarks to visit on their way from the frigate's home port to Rosyth, where Chatham was making a visit.

LS Billy Nourse's team – OM Jeffers Jeffery and S/Lt Helen Coleman – returned to the ship in style, hitching a lift in the ship's Sea King from 819 Naval Air Squadron – and just pipped the opposition.

The challenge raised more than £800 for the ship's charities (St Luke's Hospice, Children's Wish and Pembroke House), while a flight-deck barbecue and horse-race night aboard the ship raised another £677.

■ For full details of the challenge, see www.navynews.co.uk

Students race

A TEAM of 20 female students and staff from BRNC, Dartmouth, hope to have raised more than £4,000 in the Imperial Cancer Race for Life, for research into cancers which principally affect women.

Hives are coining it

A CAMPAIGN to gather loose change in foreign currency and convert it into Sterling has so far yielded £5,000.

For more than 18 months, Hangar Training Flight (HTF) at RAF Cosford has been managing the collection of foreign currency and old sterling coins from all three Services for the benefit of BBC Children in Need.

The MOD-wide project, co-

ordinated by HIVEs (Help Information Volunteer Exchange), uses instantly-recognisable gallon whisky bottles, 500 of which were donated by Bells, to collect the coins.

These are placed in HIVEs, messes and bars in establishments around the country.

The project has run so efficiently it is hoped to continue for a further year.

Lourdes proves good run ashore

A GROUP of special needs adults from Service families enjoys a trip to Lourdes every year – and the organisers want to hear from prospective backers or participants.

The Joint Service Hosanna

House Group, part of the HCPT The Pilgrimage Trust, provides a respite care holiday in Hosanna House, Lourdes, in France.

For sailors like AEA Paul Hornsey, a student nurse from the Royal Defence Medical College at Fort Blockhouse, it is a chance to show the caring side of the Navy.

With his oppo Jamie Bartle, Paul had a great run shore and provided some respite for a family.

For further information on the JSHHG write to CPONN Gary Wright, B3 Ward, Royal Hospital, Haslar, Gosport PO12 2AA.

Sultan hosts camp

HMS SULTAN is to host its annual summer camp for 33 blind ex-Servicemen from St Dunstan's at the end of July.

The camp was taken over by Sultan when HMS Daedalus closed in 1996.



● Some of the ship's company of HMS Fearless test out their shades in preparation for the Guide Dogs for the Blind Association's Shades for a Day campaign. With them is Mrs Lynda Brook, owner of guide dog Ian (right), with guide dogs Ranger, Lorna and Ellie.

Picture: LA(PHOT) Christine Wood.

Fearless is put in the shades

THE clouds may have moved in, but it did not prevent the ship's company of HMS Fearless joining in the Guide Dogs for the Blind Association's Shades for a Day campaign.

The charity visited the assault ship to help get over the message about safe sunglasses, part of a

campaign which will also raise money for guide dogs.

The Association, which celebrates its 70th anniversary this year, is encouraging people to protect their eyesight by ensuring they buy sunglasses labelled with the CE marking, which guarantees they provide adequate protection

against powerful ultraviolet rays from the sun.

For more information on the campaign, about fund-raising for the Association, or the guide dog puppy walking scheme, visit the website at www.guidedogs.org.uk or call 0118 983 8228 for your local area contact.



● Runners from HM ships Ranger and Trumpeter who took part in the Gibraltar Torch Run.

Torch runners help Games

MEMBERS of the Gibraltar Squadron took part in the annual Law Enforcement Torch Run, helping to raise more than £10,000 for the Special Olympic Games Movement.

The three-hour run, during which sailors from HM ships Trumpeter and Ranger collected money along the way, ended as the team of runners entered Victoria Stadium to light the Olympic flame at the start of the two-day Games, organised for adults and children with learning disabilities.

Shetland teams show initiative

WHEN the Foot and Mouth outbreak put paid to a planned hill-walking week for the ship's company of HMS Shetland, alternative activities were devised to raise money for charity.

Further limited by an enforced spell in dry-dock for their ship, those sailors who could, undertook a sports day, a leadership day and a go-karting day. More than 500 miles of exercise were clocked up – and £520 was raised for the Guide Dogs for the Blind Association.



Wives collect £8,000

WIVES of Northwood HQ staff have handed over a cheque for £8,000 to SSAFA Forces Help.

A number of fund-raising events, including band concerts, a 'wartime dance', a bridge drive and a quiz night, helped raise the cash.

The most popular event was a Christmas sampler, when each NATO nation at Northwood presented their own festive fare.

The presentation of the cheque also raised funds, with music provided by the Northwood Volunteer Band under the direction of B/CSgt Brian O'Kane, and the Quister Choir from Ealing.

Mrs Viv Stevens, wife of Adml Rob Stevens, Chief of Staff (Ops) to CinC Fleet, presented the cheque on behalf of the wives.



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Uniform success for ace recruiters Plymouth

PLYMOUTH branch has pulled off one of the most remarkable recruiting feats in the history of the RNA. In just six months since the beginning of the year the branch has almost doubled in size to 229 members.

What's more, the 111 members who have signed up since January are all serving RN personnel.

Branch Secretary Shipmate Arthur Gutteridge puts his recruiting blitz

down to the fact that as "slops" (clothing) manager at Devonport Naval Base, he is in daily contact with the lads and lasses in uniform.

Many of the new members are from HM ships Northumberland and Chatham, but also represented are HM ships Beagle, Cambridge, Campbelltown, Cornwall, Coventry, Cumberland, Montrose, Norfolk, Ocean, Portland, Sheffield and a submarine.

Shoreside serving members are

from Cambridge, Director Naval Recruiting staff, HMS Drake and the military hospital unit at Derriford.

The influx has made Plymouth branch the largest in No 4 (South West) Area, and has won for it the annual award of the Briggs Dirk for the branch of 30 or more members that has achieved the highest recruiting figures.

The Dirk was presented to Arthur by

the President, Vice Admiral Sir Roy Newman, at conference.

Admiral Newman also presented the Sword of Honour to No 3 Area, the area showing the greatest increase in full members.

The Briggs Rosebowl for the branch of fewer than 30 members

which has signed up the most recruits was won by Isle of Sheppey.

Recruiting Certificates for overseas branches with the best figures were won by Cape Town (30-plus members in size) and Perth in Western Australia, which has fewer than 30 members.

Wind of change driven by need to stay strong

GROUND-breaking decisions and much of the debate at the RNA annual conference reflected the main concern of the Association at both leadership and grass-roots level: maintaining the organisation's strength.

RNA's new president led Navy recruiting



● Vice Admiral McAnally

AT A TIME when attracting new members is becoming more and more important for the RNA, an Admiral who was responsible for Royal Navy recruiting in the late 1990s has become the Association's new President.

Vice Admiral John McAnally (55) was Flag Officer Recruiting and Training in 1996-98 before his last RN job as Commandant of the Royal College of Defence Studies. He left the Navy last April.

A navigation expert, his appointments during his 39 years in the Navy have included service in HM Y Britannia, and command of five vessels - HM ships Iveston, Torquay, Alacrity, Ariadne and Hermione as well as being Captain of the 6th Frigate Squadron.

He was Director of Naval Logistics Policy in 1993, and from 1994-96 was Director of the Naval Staff and Deputy to the Assistant Chief of Naval Staff.

While the number of recruits being attracted to the organisation is high, the figure is being outstripped by membership losses - mainly due to deaths among the many aged shipmates.

The historic decision to welcome former and serving Royal Fleet Auxiliary personnel as members with full rights is an indication that the majority of the Association realise that it must go some way to widening its net.

Also approved was a motion proposed by City of Ely branch that associate members be allowed to vote on social and domestic business at branch level.

Another indication of change came when a proposal which would have given the RNA's 16,000-plus associate members a chance of a place on branch committees, was only narrowly defeated.

The 115 votes for giving associates a greater part in branch affairs was a whisker short of the two-thirds majority needed.

The motion proposed by Wigston and District (seconded by Spalding) called for the rules to be changed so that associates be allowed to sit on main committees provided the majority of committee members were full members or life members. It would also have allowed associate members to hold branch office.

Dissatisfaction at the outcome of the vote was plain and many delegates voiced their disappointment from the body of the Town Hall at Clacton-on-Sea where this year's conference was opened by the

Chairman of Tendring District Council, Cllr Caroline Jessop. Though urging delegates to accept with good grace the decision against Wigston's motion, the Association's outgoing President,

by Anton Hanney

Vice Admiral Sir Roy Newman, made it plain where his sympathy lay:

"Our associate members are going to have to be brought into the centre of the organisation," he said. "Those of you who support that principle should draft a suitable motion which I'm sure in two year's time you'll win." (No RNA conference motion which has failed may be put before the following

Death forces new election

NEWLY elected National Council member for Scottish Area, Shipmate Jim Young, had died suddenly at the age of 50, conference heard.

Shipmate Young, who had been involved in preparations at Perth for next year's conference, was founder member of Tranent & District branch and was Scottish Area treasurer.

His loss is keenly felt by the Association, and the RNA now has to repeat the Area election process which is expected to produce a new National Council member for by the autumn.



year's conference).

Supporting the motion proposed by Wigston and District branch, Ann Foley of Greenford said that allowing associate members to become officers would help many small branches of less than 30 full members to continue running.

Shipmate Bill Webb of Liverpool said his branch - whose 400 associate members almost outnumber the rest by nearly two to one - was finding it difficult to find a full member willing to become secretary.

"If we can't find a secretary, our branch and club must close according to rule," he said.

Among other motions which fell was one proposed by Maidstone and seconded by Eastbourne, seeking to reduce the cost to RNA Areas of life membership nominations. For each nomination which is approved, £60 is paid to the Association's HQ.

Another motion which failed was an Ipswich call - proposed by Area PRO John Rivett - for comprehensive briefing material on conference activities to be prepared by HQ and circulated to delegates.

Arguments against the motion were that it would impose a burden on the lean staff at HQ, and that ensuring the spread of information on the conference weekend should be the task of the host branch.

However, the President, noting that 65 delegates had voted for the motion, said it indicated that many thought the dissemination of information by HQ was not good enough. "We must take the point and try to do better," he said.

● Arthur Gutteridge, on board HMS Portland, shows off Plymouth branch's recruiting award, the Briggs Dirk, to three of the 111 uniformed members of the branch he has signed up since the beginning of the year - (l-r) PO(M) Nick Nicholls of HMS Portland, PO(S) George Winter of HMS Cumberland and CPO(M) Topsy Turner.

Chatham beats off challenge to host 2003 event

CHATHAM will host the RNA's annual conference in 2003. The decision was made at this year's conference - but not before a rare, rival challenge from Liverpool was beaten off.

Chatham's secretary Shipmate Bill Murray, proposing the motion, said the venue would prove memorable.

Medway Council was offering sponsorship and entertainment, an accommodation booking agency would be hired, and Chatham Historic Dockyard and the museum destroyer HMS Cavalier would make it a trip down Memory Lane.

The motion was seconded by Maidstone.

Proposing the late amendment that Liverpool be chosen instead, Shipmate Colin Baker of Blackpool and Fylde, said a conference held there in May 2003 would coincide with the commemoration of the 60th anniversary of the Battle of the Atlantic.

However, delegates' support of Chatham's bid was overwhelming.

Two other motions concerning conference venues and timing were defeated. Tenbury Wells's proposal that the National Council investigate the possibility of booking a

holiday camp as conference venue each year was defeated, as was a Wetherby suggestion that the 2005 conference be held as close as possible to Trafalgar Day to take advantage of the centenary commemorations.

Shipmate John Hook of Wetherby told delegates that shifting the timing of the conference would give the Association an ideal opportunity for promotion and cheaper, out-of-season accommodation.

However, the motion fell after other delegates and the General Secretary, Capt Bob McQueen RN, pointed out that Association rules did not permit more than 15 months between annual conferences, and a change would impact on timing of the 2004 conference.

'No' vote over pension test case support

A CALL for the RNA to support a test case being brought in an attempt to get preserved pension rights for ex-Forces people who served before 1975 was defeated.

Proposing the motion, Shipmate Derek Mayes of Fleetwood said there was disquiet that those who had served less than 22 years before 1975 got no pension, while those who served less than 22 years after 1975, when the law changed, received a 'preserved pension'.

Concerns were expressed by Shipmate Sam Salmon of Romford & Hornchurch branch, who said that if the RNA became involved it could find itself having to face a claim for up to £400,000 costs should the plea fail.

'Enormous task' faced by Kosovo peacekeepers

WE SHOULD never lose sight of the enormity of the task that NATO forces have accepted in Kosovo, a key officer on the staff of HQ Royal Marines told delegates at the RNA conference.

Standing in as guest for the Commandant General Royal Marines, Maj Gen Robert Fry - who was unable to attend - was his Chief Staff Officer (Personnel), Col Jeff Mason RM.

Speaking about 45 Cdo group's seven-month deployment which ended earlier this year, Col Mason said British forces in Kosovo operated in the area's

centre of gravity, including the capital, Pristina.

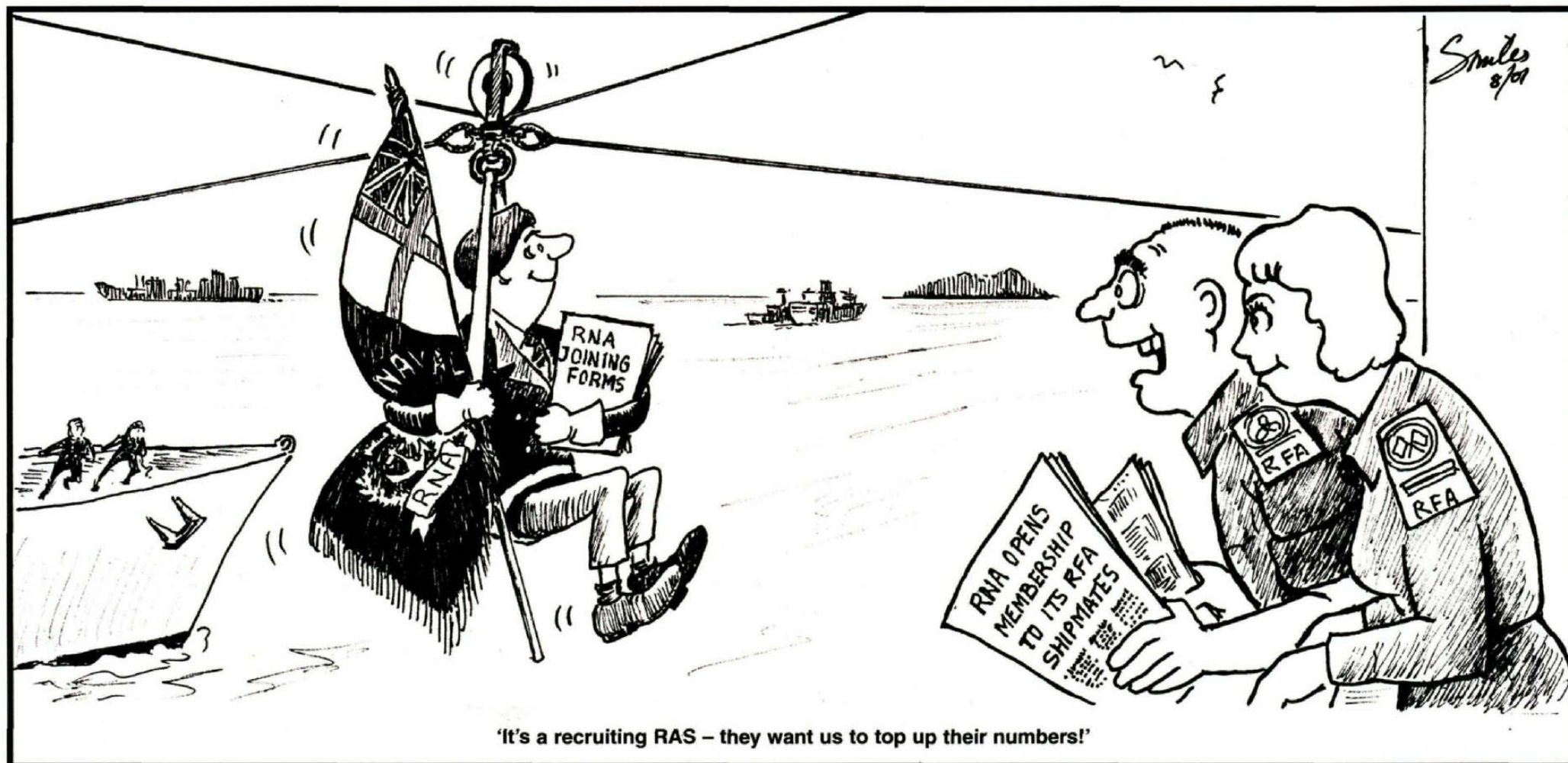
He outlined how NATO's 42,000 troops deployed in support of the UN were providing security for Kosovo from outside forces as well as maintaining internal security against ethnic and political intimidation and violence.

In time Kosovo had to transform so that it reached a constitutional accommodation with its neighbours.

He said: "Kosovar society has lived with crime, para-military and extremist organisations, each indivisible from the

other... Effective engagement by military and police operations will lead to a successful transformation process; a failure to engage could, reciprocally, jeopardise the process.

"We should never lose sight of the enormity of the task we accepted in Kosovo. To re-order the constitutional arrangements of part of a sovereign state, create entirely new institutions, introduce a democratic process, culture and tradition and, finally keep apart communities which bear ancient hatreds was never going to be easy."



NEWSVIEW

Incoming swan sets off Action Stations

THE expectant crowd awaiting the overdue arrival of the Duke of York for the grand opening of Action Stations – latest hi-tech, hands-on, interactive draw in Portsmouth Historic Dockyard – was diverted by the unscripted arrival of a solitary swan.

Several Royal Marines, cunningly disguised as 21st century pirates, were prowling around the perimeter of the pool opposite No 6 Boat House, preparing for the show opener – a water-borne rescue mission.

Suddenly, silently, the bird made its entrance through an arched tunnel, stage right. The 'pirates' looked worried. Watches were consulted. Speculation mounted among assembled dignitaries and bird fanciers alike. How would the feathered interloper react to the mayhem about to impinge on its morning constitutional?

But the young swan, its youth evidenced by the grey down on its neck, was totally unfazed by the gravity of the occasion. Unabashed by the mutterings of the loyal throng, it made a slow and stately round of inspection of the arena.

Then all hell broke loose. A rigid raider loaded with Bootnecks, automatic weapons blazing, burst upon the scene. Bodies fell in the water. Surviving pirates were briskly captured and none too carefully frog marched away into captivity.

Meanwhile the swan had calmly paddled away from the advancing boat. Flap over. I, for one, was relieved – and voiced my concern to Cdr Mike Finney, who as Naval Assistant to Director Corporate Communications (Navy) I felt should have borne some share of responsibility if the PR exercise had foundered with any collateral damage to said swan.

He turned his usual, world-weary, cynical smile on me: "There was a Royal Marine underneath it."

And, do you know, I almost believed him? 'Cos the week before I'd seen Sean Connery on the telly, working the same trick with a dummy duck strapped on the head of his frog-man's suit in the opening sequences of *Goldfinger*...

□ Action Stations costs £6.50 for adults, £5.80 for seniors, £4.80 for children and £21 for a family ticket. At no extra charge, Navy News will shortly have its own corner where visitors can surf the Navy net – the Navy News Cyber Deck.

Late admission

THE DECISION by the Royal Naval Association to admit members of the Royal Fleet Auxiliary is long overdue. There are currently six million people in this country with a background in the Armed Services. Only ten years from now we will have half that number.

So it is crystal clear that the membership of Service associations of all kinds is soon going to reduce drastically – unless they are prepared to broaden their terms of entry.

By so doing they confer the additional benefit of widening knowledge of the Navy and what it does – something that is also reducing among the public the Navy serves and which pays for its services.

FULL MEMBERSHIP 'A GREAT HONOUR' FOR BLUE ENSIGN SAILORS

IN ONE of the most significant moves in its 47-year history, the Royal Naval Association has voted to open full membership to those serving in the Royal Fleet Auxiliary.

It is the first time that the RNA has offered full membership to a substantial group whose members, in general, have not served in the Royal Navy or Royal Marines.

The Association made the decision with an overwhelming vote for the change at its annual conference at Clacton-on-Sea in June. It is expected to open the doors to the 2,000 serving members of the Auxiliary, as well as the many more who have retired from the Service.

RFA personnel are members of the Naval Service, wear a uniform similar to that of the RN, and sail in ships wearing the Blue – rather than the Red – Ensign. But they serve under Merchant Navy conditions and rules and are classed as civilians – something which in the past has been seen as a bar to their full inclusion in the RNA.

At present RFA people, like other non-RN members or veterans, are welcomed into the RNA only as associate members. As such they are debarred from holding office in the organisation and have only limited voting rights. An exception to the strict rule is the full membership rights granted to Naafi canteen staff who have served in HM ships – a relatively small group.

Proposing the change in the rules, Eric Hartley of Liss and District branch, said the RFA kept the Royal Navy at sea. "We couldn't have succeeded in the Falklands War without them," he said.

Announcing the RNA National Council's support for the change, the National Vice Chairman, David White, said that for almost 90 years RFA ships had provided support to the Navy. "They are now integral and wholly operational units – they have weapons systems and helicopters. They cannot be regarded just as support ships," he said.

General Secretary of the Association, Capt Bob McQueen RN told *Navy News*: "The decision of conference indicates a change in attitudes, but because this means a change in the RNA's Royal Charter, we have to make representation to the Privy Council to approve it. That could take up to a year."

Navy veterans open whole ship to RFA

However, it is thought unlikely that the Privy Council will disapprove the move, making it only a matter of time before the first RFA full member is recruited.

Reacting to the RNA's decision, Commodore RFA, Commodore Peter Lannin, told *Navy News*: "Seafarers of the Royal Fleet Auxiliary, past and present, will welcome the news that the Royal Naval Association has proposed opening full membership to them."

"It will undoubtedly be seen as a great honour that our Royal Navy shipmates have made their move in recognition of the vital role that the people of the RFA carry out, and that we are, in effect, all of one company, each depending on the other."

While RNA delegates at Clacton were for welcoming the RFA as full members, a similar proposal which sought to grant the same status to Merchant Navy personnel, was rejected.

That decision was made despite the conference being reminded by supporters of the motion that the RNA was diminishing as was its recruiting base, with membership having fallen by more than 900 last year to drop below 36,000.

However, the debate made it clear that the RNA as a whole still thinks that opening the doors to the MN is too radical a change. Describing it as a "quick fix", Arthur Gutteridge, whose Plymouth branch this year broke the record for recruiting serving RN into the Association, said it was estimated that there could be as many as 1.5 million ex-RN people, and if the RNA recruited just

ten per cent of them, it would triple its membership.

"Members of the Merchant Navy will not be our salvation. To ensure our Association's pedigree and continuity, every one of us should be out searching for 150,000 ex-serving people, and supported by adequate and appropriate publicity."

The decision to vote out the proposal was clinched by the fact

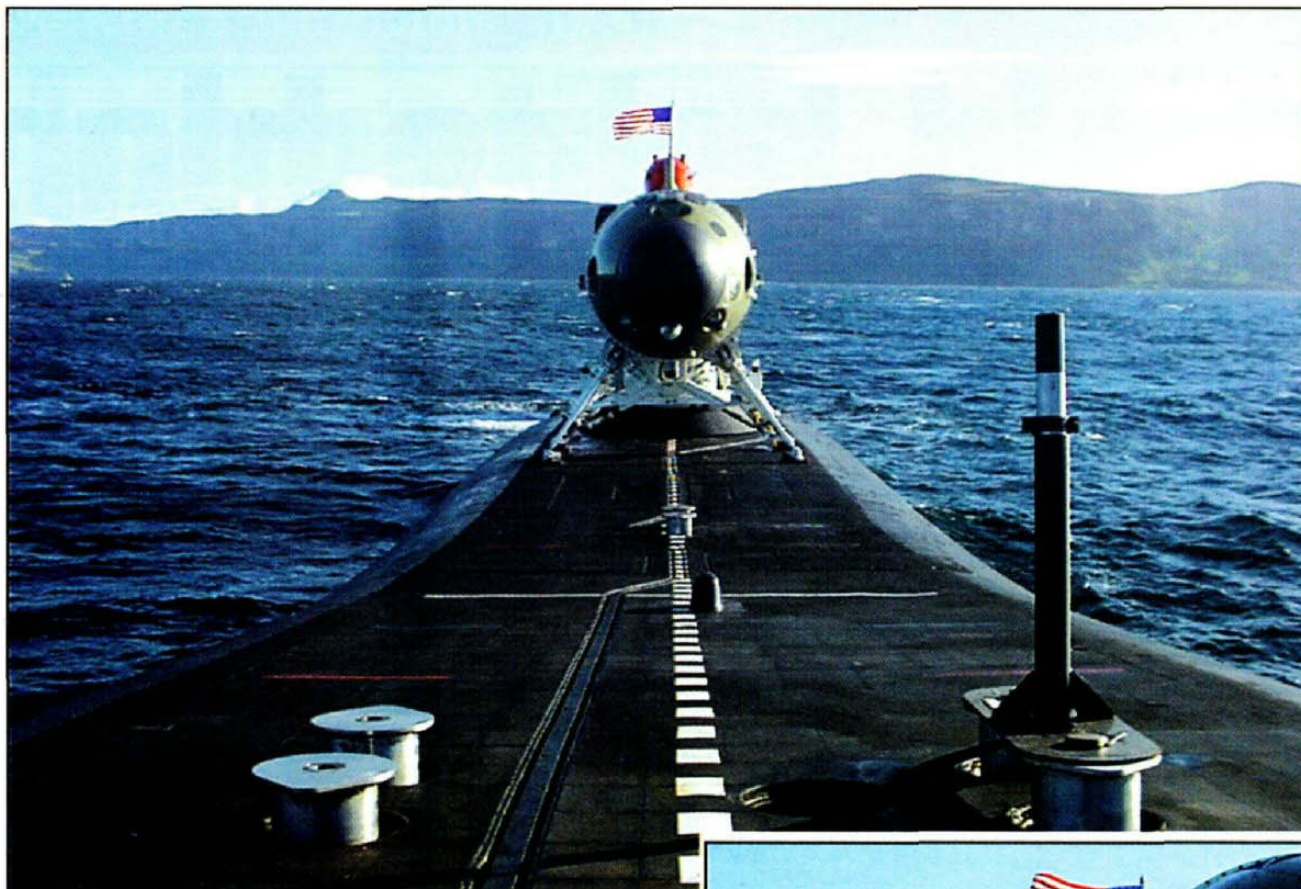
that it failed to gain National Council support.

The Vice Chairman told the conference that the Merchant Navy had its own association which members of the RNA were not allowed to join as full members. Additionally, proof of service would be difficult to ascertain and would impose a huge administrative burden on HQ staff.

□ Conference reports – p 18-19



● **NEW BLOOD:** Southampton-based Sea Centurion is one of the RFA's latest roll on, roll off transports, currently keeping busy with the build up to Exercise Saif Sareea.



Vanguard takes the limelight

SUBMARINES have taken a higher profile than usual this year as the Royal Navy celebrates the centenary of the Submarine Service.

Now even the Trident missile boats are taking their place in the limelight.

The Vanguard-class vessels usually go about their business – maintaining the UK nuclear deterrent – with a minimum of fuss.

But HMS Vanguard has undertaken several high-profile events involving the media, friends and affiliates.

The first such event was Exercise Sedgemoor, featured in July's *Navy News*, which involved British, American and Swedish units in a rescue scenario off the West Coast of Scotland. Vanguard acted as mother-ship for the US Navy's Deep Sea Rescue Vehicle.

The nuclear boat then made visits to affiliates on the islands of Islay and Jura, where some of the crew were landed to tour a few of the most famous whisky distilleries in the world, and fought out a keenly-contested rugby match.

Meanwhile, 60 community representatives – including teachers, fishermen and councillors – were taken to sea for a day in a dived submarine.

A contingent from the 5th Regiment Royal Artillery, which forged strong links with the battleship HMS Vanguard, also enthusiastically took up the offer of a visit.

A number of key managers also made the most of the opportunity to see the submarine at work before they undertake her first-of-class refit in Devonport in 2002.

Another group welcomed on board were members of the 12th Submarine Squadron – the X-craft heroes of World War II.

Unicorn goes

THE SECOND of the four Upholder-class submarines being transferred to Canadian service – the former HMS Unicorn – has been handed over and renamed HMCS Windsor.

Renaming was carried out at a ceremony at BAE Systems shipyard at Barrow-in-Furness on July 5.

The former HMS Unseen was renamed HMCS Victoria last year, while Upholder and Ursula remain to be transferred.

Dinner date

HMS VANGUARD is due to enter refit next spring, and a decommissioning dance has been organised for January 26 in Glasgow.

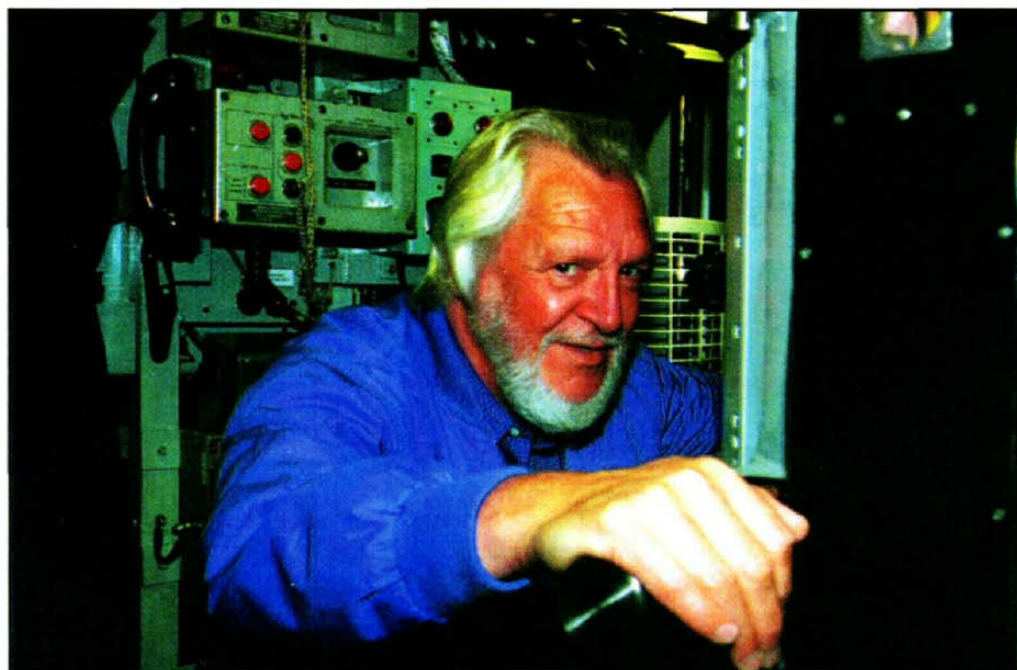
All former members of the ship's company are welcome. Tickets are £35 each, and a £15 non-refundable deposit, payable to HMS Vanguard Welfare Fund, should be sent to HMS Vanguard, fao Lt Porter, Supply Officer, BFPO 418

● (Above) Mystic, the US Navy Deep Sea Rescue Vehicle (DSRV) on the casing of HMS Vanguard.

● (Below) Mystic on HMS Vanguard. The DSRV, in tandem with the British LR5 rescue submersible, carried out a simulated rescue from the Swedish submarine Gotland.



● American Deep Sea Rescue Vehicle Mystic is seen docked on to a hatch of the British Trident submarine HMS Vanguard.



● Dave Williams, aged 64, a former Chief Petty Officer who was in the Submarine Service from 1957 until 1977, tries HMS Talent's periscope for size. Mr Williams served in A and T-class submarines.

Veterans are welcomed back

VETERAN submariners had the chance to meet up to recall old times – and compare notes with their modern counterparts – at their own special open day.

The Second Submarine Squadron (SM2) at Devonport hosted 200 ex-submariners and their families, giving guided tours of HMS Talent and the Submarine School at HMS Raleigh.

John Belton-Perkins (66) joined the Submarine Service in 1953, and

was very conscious of how time has moved on.

"It was a hard life then, but I thoroughly enjoyed it. Whether I would do it again is another matter, because all this technology looks beyond me."

Hubert Smith (96) said: "We used to take a lot of chances in our time and it wasn't unusual for us to hit the bottom of the sea, but it was a special time."

The Captain of SM2, Capt Peter

Wilkinson, said: "Today's submarines are much more complex, but one constant thread running throughout the Submarine Service has been the comradeship and people."

■ An ocular box – the control room eyepiece – from the periscope of HMS Valiant has been loaned to Plymouth Central Library for an exhibition on the submarine centenary which runs until the end of July.

Children of Kursk men get holiday

AS THE first anniversary of the loss of the Kursk approaches, and efforts begin to raise the Russian submarine, ten children of her lost crewmen are being treated to a holiday in Britain.

The ten-day holiday has been arranged by the Royal Sailors Rests, the Naval Christian charity. The £10,000 cost of the holiday is being met with funds raised by the Kursk Kids Committee, made up of RSR staff, Naval wives and representatives of RN organisations in the Faslane area.

Flown in by courtesy of Aeroflot, the children arrived in London on July 19, staying at the Union Jack Club.

By courtesy of British Midland the children will then fly to Scotland to stay with the RSR at Helensburgh-Braeholm and enjoy a range of activities.

The visit is the result of close links which have developed between RN submariners and families at Faslane and the Russian Navy through the International Director of the Russian Military Christian Union, Ludmilla Bilichenko.

A tapestry woven by wives at RSR Helensburgh-Braeholm, in tribute to the 118 men who died in the Kursk, now hangs in the Russian Military Museum.

The difficult salvage operation to raise the Kursk was reported to have started in early July. A Dutch company is reported to have been contracted to do the work, and a commercial diving support vessel left Scotland for the Barents Sea on July 6.

The operation, calculated to be costing £60 million, is planned to lift the Kursk 300ft from the seabed through cables attached to a huge barge.



● Maggie Bidmead, of the RN Submarine Museum, with the Commanding Officer of HMS Vanguard, Cdr Karl Evans (centre) and Surg Lt Nick Martin, with the Holland diagram.

Historic diagram goes to submarine museum

A HISTORIC diagram of the Royal Navy's first submarine has been handed over to a museum in a ceremony on board one of the most modern boats in the Flotilla.

The diagram was given to Maggie Bidmead, of the RN Submarine Museum, by Surg Lt Nick Martin, who serves in HMS Vanguard.

It used to belong to Nick's grandfather – who he believes was a submarine designer – and Nick saved it from the dustbin and contacted the museum to see if it would be of any use.

It was – and now it will go on display in the museum's Holland I exhibition, beside the original boat itself.

RN Submarine Museum

curator Bob Mealings said it was an important acquisition.

"The significance of it is it is the first and only drawing from the period that we have. It looks like an original general arrangement drawing of the Holland boat," he said.

Other items of a similar nature at the museum tend to be copies or replicas of drawings which have become dispersed from various archives.

■ According to press reports, British salvage experts have discovered the wreck of the German submarine U-21, the first U-boat to sink a Royal Navy ship. The victim was HMS Pathfinder, which sank in the North Sea on September 5, 1914.



Drug facts

■ In 1999 the Royal Navy was instrumental in the seizure of drugs with an estimated street value of more than £1 billion.

■ Up to 200,000kg of cocaine is cultivated in South America each year, much of it bound for Europe.

■ In the UK cocaine has a street value of between \$40,000 and \$50,000 per kilo. In the US that value varies between \$10,000 and \$35,000, depending on location and time of year.

■ In March this year HMS Sheffield assisted Dutch frigate HMNLs Jan Van Brakel catch smugglers with 750kg of cocaine. The smugglers dumped the drugs overboard – the haul was recovered by the US Coast Guard – and tried to escape in a fast boat, but were chased and caught by Sheffield, and are now in prison.

Royal Navy warships demonstrate the power of teamwork with Sheffield helps block drugs route to Europe

"THIS is British warship F96. What is your nationality? What is the purpose of your voyage? How many crew do you have on board?"

The polite but firm enquiries to a fishing vessel from HMS Sheffield were the standard right of approach questions as the frigate joined the battle to prevent illegal drugs reaching the UK.

Sheffield was not alone in the inviting blue waters of the Caribbean.

She is working in collaboration with the Dutch frigate Van Amstel, and is accompanied by RFA Gold Rover – but participation extends further, as the British Government stands alongside the American, Dutch, French and Venezuelan administrations in the drive against drugs smugglers.

Living on board Sheffield are seven members of the US Coast Guard Law Enforcement Detachment (LEDET).

The officer in charge, Lt Michael Klinge, had already been called to the bridge in this incident, and decided that the

LORRAINE COULTON joined frigate HMS Sheffield in Tortola, in the West Indies, as the ship carried out counter-drugs operations as part of her Atlantic Patrol Tasking (North) duties.

Venezuelan fishing vessel Guanta 17 was sufficiently suspicious to warrant a closer look.

There was a wait while clearance was given by the Venezuelan government to board the vessel, which had aroused suspicion because the master told Sheffield he did not have any fish on board – although he had a fairly large crew of 17, was some way from home, and had a slight list to port.

While waiting for the authorities to give the go-ahead to board, Sheffield's closed-circuit TV cameras continued to watch the vessel – if any contraband was ditched overboard, everything would be recorded for use as evidence.

It took almost nine hours after initial contact for the message to come through that the Venezuelan government had no objections, at which point a six-man boarding party from LEDET climbed into Sheffield's Pacific rigid inflatable boat (RIB) and made the short crossing to the

fishing vessel.

While preparations to board were made, Lt Klinge had been in radio contact with the skipper of Guanta 17, asking him to muster all his crew on the upper deck.

The frigate's constant surveillance of the boat continued with thermal-imaging cameras.

Once on board the fishing boat, the LEDET team carried out a head count, then began a thorough search, including swab tests to check for traces of cocaine.

At 4am, after a three-hour search, the vessel was clear to proceed – nothing was found on this occasion, but Sheffield's presence alone is an effective deterrent.

The deployment was a challenging one for the ship's company of Sheffield – one patrol involved a continuous five-week period at sea.

The ship's Commanding Officer, Cdr Simon Williams, told Navy News: "Everyone on the ship knows that drugs are a real problem, and that by focusing their efforts and skills on the job at hand they know they can help make a real difference."

"Although we haven't had a drugs bust, we have interdicted a couple of interesting boats. One led to a known drug-dealer being arrested, and he is now serving a sentence in jail."

"Although it is impossible to quantify how much in terms of kilos we are preventing from reaching UK streets, the majority of the ship's impact is as a deterrent."

But the deployment was not just at the cutting edge of the drugs war – the ship's company has had a chance to see the

Caribbean of the travel brochures.

The frigate visited the island of Tortola to take part in the Queen's official birthday celebrations, when Guard Officer Lt Mike Long led a 24-strong Guard of Honour.

Ships on this deployment also keep a close eye on the weather.

Summer months bring the threat of hurricanes, and each ship on Atlantic Patrol Tasking (North) carries a range of emergency relief stores such as tools, tarpaulins, blankets, lamps, disinfectants and medical supplies.

As the ship leaves the area these critical stores will be passed on to her relief, sister Type 22 frigate HMS Coventry, which left Devonport on July 13.

Other tasks for the ship's company are shaped by the Navy's centuries-long presence in the region.

Father David Conroy conducted a service of rededication at the 30 Commonwealth War Graves on St Lucia during a port visit.

And the frigate continued the Royal Navy tradition of saluting a remote volcanic plug which rises 175 metres off Martinique.

The rock had an important strategic part to play in 1804, during the Anglo-French war, when it was captured by the British and fortified with cannon.

It was named on maps at the time as HMS Diamond Rock, and ever since it has been a mark of respect to afford it a ceremonial salute, as would be done with a warship.

"It is a unique part of our heritage," said Cdr Simon Williams, the ship's Commanding Officer.

"It was a tremendous feat of daring and engineering to capture and defend the rock for 18 months, and it seems appropriate

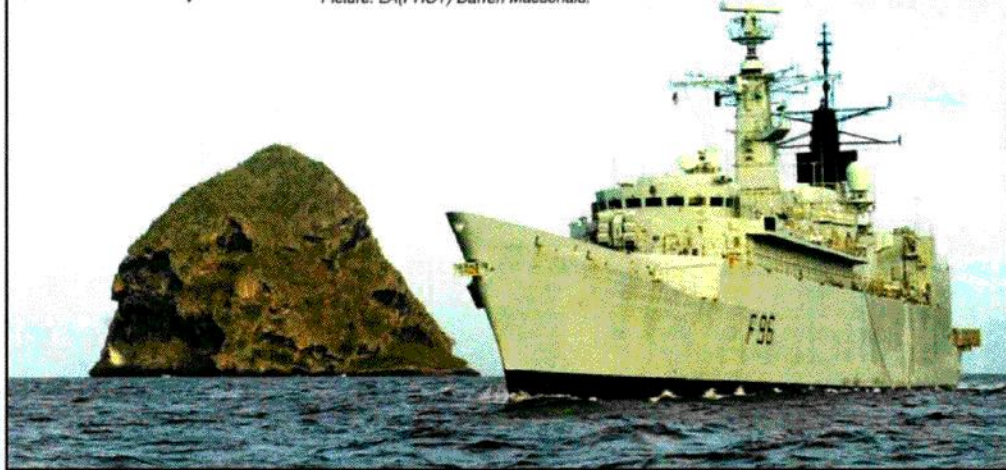
to salute the courage of the men who did it."

■ Eight sailors from Sheffield raised £500 for the ship's adopted charity, the Sheffield Children's Hospital, by cycling round the island of Curacao.

The team, which included Cdr Simon Williams, met their target of eight hours to complete the 100km with 15 minutes to spare.

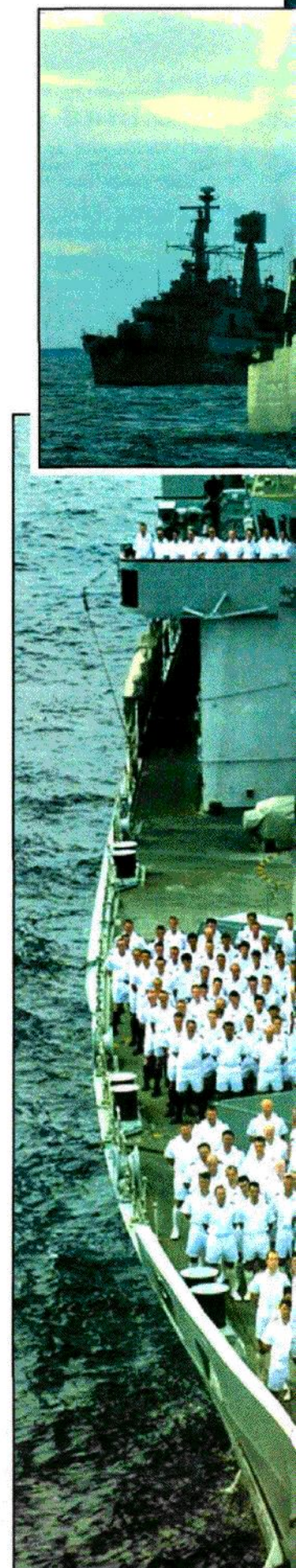
● HMS Sheffield sails past HMS Diamond Rock, off the coast of Martinique.

Picture: LA(PHOT) Darren Macdonald.



● HMS Sheffield launches her Lynx helicopter to perform a fly-past during the Queen's birthday parade in Tortola, British Virgin Islands.

Picture: LA(PHOT) Darren Macdonald.



● The ship's company of HMS Edinburgh poses for the camera.

While deployed with allied navies in the Caribbean and off the coast of Chile

Lucrative pe

● The forces of four nations – the UK, United States, Canada and Chile – form up during Exercise Teamwork South 2001 off the Pacific coast of South America.



● (Left) Former RN destroyers Antrim and Fife, now Chilean ships Blanco Encalada (background) and Cochrane.

Edinburgh flexes her muscles



YOU never know when you are going to meet up with old acquaintances, as some of the older hands in HMS Edinburgh will vouch.

Their ship was taking part in the biennial Exercise Teamwork South with the navies of Chile, the United States and Canada, and among the forces of the host nation were the Prat, Cochrane and Blanco Encalada – former RN County-class destroyers Norfolk, Fife and Antrim.

A number of British senior rates made a nostalgic return to their old ships when the exercise allowed.

The Chileans also have the former RN Leander-class frigate Achilles – now known as Ministro Zenteno, while on an earlier visit to Peru Edinburgh came across the ex-HMS Decoy, a Daring-class destroyer built in the late 1940s and still going strong as the Ferre.

Edinburgh, currently on Atlantic Patrol Tasking (South), worked up for the exercise with Chilean fast patrol vessels before berthing in the major port city of Valparaíso.

With everyone prepared, the task group sailed for Antofagasta in the north of the country, where Edinburgh helped the good guys of Blue Land regain territory from the invaders of Orange Land.

Some 3,100 sailors and airmen on board 14 ships and 32 aircraft from the four nations participated in Teamwork South, one of the largest

exercises of this nature in terms of distances covered.

It was the second participation by a surface ship of the Royal Navy.

During the exercise, Edinburgh had the opportunity to practise action stations and air defence, anti-submarine and boarding capabilities, culminating in a high seas live firing.

The US Navy provided a static target in the shape of the old landing ship Lamour County, and Edinburgh fired her Sea Dart missile system, her 4.5in gun and a Sea Skua missile from her Lynx.

Edinburgh's Commanding Officer, Capt Joe Gass, said: "Our participation in Teamwork South has demonstrated the ability of the Royal Navy to operate worldwide as a single unit or as part of a multinational force."

"The quality of train-

ing that we have undertaken with our contemporaries from Chile and the United States has been most beneficial. I am particularly pleased with the success of our weapons systems."

The ship's company then took a break alongside in Valparaíso before preparations began in earnest for the South Atlantic patrols which are the mainstay of the deployment.

While on deployment, Edinburgh has sought to maintain the links and affiliations established between the ship and the Scottish capital, which were reinforced during the visit to Leith in March.

One notable sign of those links is the presence on board of Piper Allan McIntyre, who has been loaned to the destroyer by her affiliated regiment of the 1st Battalion Royal Scots (The Royal Regiment).

The soldier, affectionately known on board as Billy Piper, has piped Edinburgh into each of her port visits, and played at numerous ceremonial events throughout the deployment.

Each of the ship's departments has taken their turn in hosting Allan.

During the first part of her six-month deployment – she is due home in Portsmouth in November – Edinburgh has visited the Azores, Puerto Rico, Colombia, Panama, Ecuador, Peru and Chile.

Ahead of her lie a patrol to the Falklands, more calls in South America, and a passage across the Atlantic to West Africa before she is relieved by HMS Montrose and can head back to the UK.

The Atlantic Patrol Tasking (South) ship, operating up to 7,000 miles from her base, not only provides a British presence in the South Atlantic, but also demonstrates the ability of RN ships to deploy and operate worldwide.



● HMS Edinburgh fires her Sea Dart missile system during high seas live firing. Inset is the static target ship ex-USS Lamour County being struck by a shell from Edinburgh's 4.5in gun.

Edinburgh, with Commanding Officer Capt Joe Gass to the fore, line



Frome hosts surprise party

SHIPMATE Len Roberts, of Frome, may have experienced some surprises while serving in submarines during the Second World War but nothing prepared him for the surprise sprung on him after a recent branch meeting.

BRANCH NEWS

Before he realised what was happening his fellow shipmates had cleared the decks and were toasting him with Pusser's Rum to mark his 80th birthday.

A birthday cake, with a submarine on top, riding the waves, was presented by Shipmate Fay Lawton, the branch welfare officer. The carved submarine on the cake was the gift of her husband Michael, the branch treasurer.

"Many thanks and much praise" to Kettering from a recent visitor, Shipmate Pulford, who says the hospitality and comradeship extended both to himself and former members of the ship's company of HMS Pythley on their first reunion can never be equalled.

The visitors enjoyed a dance and gala on Saturday night and attended a church service on Sunday.

Summing up the weekend Shipmate Pulford says: "I ate well, laughed a lot, met old friends and collected quite a lot of interesting information. More cannot be asked by anyone."

Twenty-five members of Sidcup, including chairman Jack Todd and social secretary Sid Waller and their wives, enjoyed a week in Koblenz which included boat trips on the Rhine and visits to the cathedral of Koblenz and to its ancient fortress.

Highlight of the week was an evening as guests of the German Navy Association Club where they were warmly welcomed.

During the visit Shipmates Ted Bacon and Denis Stoneham, who witnessed the destruction of the German battleship Scharnhorst in 1943, were introduced to Wolfgang Kube, who served in her. The former enemies shook hands and exchanged memorabilia.

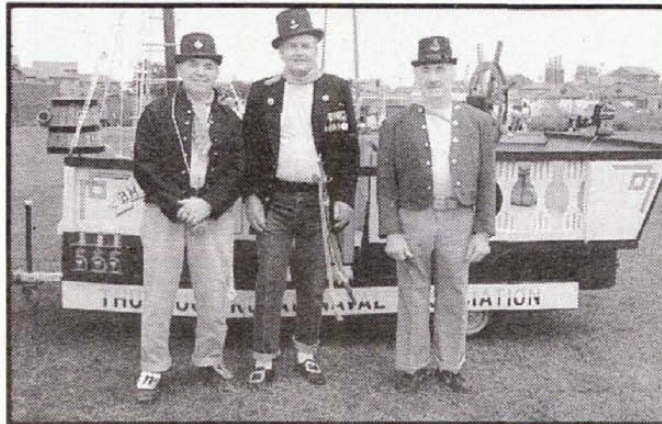
Before returning home members of Sidecup returned the hospitality and entertained their German "oppos" in their hotel.

Members of Leeds No 1 Headingly branch were warmly welcomed by Portsmouth, Gosport and Basingstoke branches and by the WOs' and CPOs' mess of HMS Heron and HMS Nelson. They thank their hosts for the welcome extended and the great run ashore. Members meet on the first Thursday of the month at the Headingly RBL Club, St Michael's Road, Leeds at 2000 hrs and extend a warm welcome to visiting shipmates and new recruits.

Shipmates Bartlett and Gay of Redruth and Camborne were privileged to be invited on board HM Yacht Britannia, by POSTD Stephen Green when the yacht was on a courtesy visit to Falmouth.

The visitors and their wives were looked after by PO Dave Rayner, who took care of all their needs. A thank you from the guests for a memorable experience and for the hospitality received.

Members of Thurrock, having formed a song and comedy sketch group, played to packed



A PROUD moment for the ship's company of HMS Pusser, a "carnival class" Man of War, built and fitted out by members of Thurrock branch. Shipmates Charlie Mercer, Les Milburn and Reg Martin added the finishing touch by turning up on carnival day in the appropriate rig. HMS Pusser, escorted by Sea Cadets from TS Boxer, won overall float in the Chadwell and Tilbury Carnival as well as coming top of its own class.

houses at the Thameside Theatre. The show, in aid of Age Concern, was so successful that the group plan many more public appearances to raise funds for charity.

The most important job of the year for shipmates of Yeovil, the re-dedication of their branch standard, took place at RN air station Yeovilton and was followed by lunch in the WOs' and CPOs' Mess. Members also attended the re-opening of the "Rum Hole" in the Four Acres Hotel, a very happy occasion. There was also a good turn out for the branch Trafalgar dinner at which the president, Shipmate Doug Farge, was guest speaker.

Maidstone Harvest Festival service, conducted by the branch padre, the Rev. Paul Francis, was attended by the Mayor and by shipmates from Pembroke House. A raffle raised £200 for the Kent Air Ambulance and all produce was

donated to Pembroke House.

To compensate for the late cancellation of HMS York's visit to Hull, members of the ship's company visited the city and were entertained by York. They received a special gift, a model of HMS York in a Pusser's rum bottle, to be conveyed to the former Commodore of the branch, Capt. Roy Clare. It is hoped the new commanding officer of HMS York, Capt. Paul Stone, will continue the tradition of assuming the post of Commodore of York branch.

Since October 1, Buxton and High Peak (No 10 Area) have moved headquarters to Buxton Football Club, Social Club, Silverlands, Buxton, Derbyshire, SK17 6QH.

Trafalgar round up

DESPITE the recession, the anniversary of Trafalgar was celebrated in style up and down the country.

A dinner-dance at the Churchill House Hotel, was the choice of a Swindon branch and was enjoyed by 150 shipmates and friends. Well-turned out Sea Cadets, from Wootton Bassett, expertly piped the principal guest on board, none other than the President of the Sea Cadet Association, Admiral of the Fleet Sir Henry Leach. During the evening he was presented with a plaque on behalf of the Swindon branch, to be awarded annually to the Cadet of the Year.

Members of York chose a novel way of celebrating. They abandoned their usual haunts and took a three-hour cruise on the River Ouse in the White Rose Line ship, River King, which was dressed overall for the occasion. The 40 shipmates and guests, including guest of honour Mr Keith Wood, the former Lord Mayor, had a wonderful time.

Members of Brighton and Hove had a double celebration, firstly in the Battle of Trafalgar pub at Portslade and then in the home of branch president, Shipmate John Blackman. Lord Nelson and Lady Hamilton, alias landlord Phil and wife, Pat, who welcomed them to the pub, ensured their guests had a great time. There was a "tot" of Pusser's Rum on arrival and some delicious "eats" to follow.

A Trafalgar buffet lunch in the home of Shipmate Blackman and his wife is an event shipmates look forward to every year and, as always, the visitors had a marvellous time.

For the past 23 years the Llandudno branch has celebrated Trafalgar with a parade and service at the local cenotaph, this year being no exception. As it also marked the 50th anniversary of the local Sea Cadet Corps, cadets had pride of place in the parade. 27 standards were displayed at the march past.

The Hillmorton branch

marked the anniversary with a dinner attended by shipmates of Tamworth, Rugby and Reading branches and by naval personnel from Portsmouth and Faslane. The guest of honour was Shipmate Ron Tasker, chairman of the national council. During the evening a cheque was presented to the Rugby Sea Cadet Unit, TS Tireless, and another cheque to a local charity, the Duffy Place Senior Citizens Community.

The guest of honour at Pad-dock Wood Trafalgar dinner was Surg. Capt. Robert Henderson (retd.), whose amusing after-dinner speech went down a treat with shipmates.

Some 80 shipmates and guests enjoyed Folkestone celebration dinner at which Admiral J. Whetstone, the branch president, and Lady Whetstone were guests of honour. The anniversary of Trafalgar was also marked in a significant manner by having the new branch standard blessed in the Mariners' Church of St Peter.

The Trafalgar night dinner-dance organised by Shipmate Len Husband for members of Torridge and Braunton, held at Bideford, was a singularly successful evening enjoyed by 84 shipmates and their wives. A rocking horse, beautifully made by Shipmate George Humphries was raffled and won by Shipmate Ken Rendell.

Percy bows out



LOOKING a lot younger than his 80 years, Shipmate Percy Lane, standard bearer for Hereford, is seen here displaying the inscribed silver salver he was presented with to mark his retirement after 20 years' loyal service.

Percy joined the Navy at the age of 15 as a Boy Seaman and saw service in all types of ships throughout the Second World War.

Burma Star

As well as being a founder member of the branch he is also a member of the Burma Star Association and the Royal British Legion.

Since taking over as standard bearer in 1972 he has travelled many thousands of miles all over the country but now, due to advancing years and the ill health of his wife, he has handed over duties to Shipmate Jim Davies.

Pictured with Percy at the presentation are, left, branch chairman Jim Whent and, rear, president Les Morgan.

Picture: Star Journal Studios.

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At Your Leisure



Hood by Wood

HMS Hood (right) and HMS Queen Elizabeth are shown in Portsmouth Harbour in this 1937 study by Frank Wood, one of several of the artist's works held by the RN Trophy Store and offered as a limited edition print by Maritime Prints at the International Festival of the Sea at Portsmouth this month.

Other prints available are of the Dreadnought HMS Collingwood (1913) by A. B. Cull; the battlecruiser HMS Renown (1922) with the Prince of Wales embarked, also by Frank Wood; and four sheets of etchings by Rowland Langmaid illustrating the Laws of the Navy.

Prices range from £120-£200, but 50 copies of each will be offered at £30 to those serving in the RN/RM on production of ID. Twenty per cent of all profits will go to King George's Fund for Sailors.



Unique: 41 Commando in Choisin Reservoir

IN 1949, at the age of 17, Fred Hayhurst volunteered for the Royal Marines.

After 15 months' recruit training, a commando course and specialising in medium machine guns and mortars, he was given his first overseas posting to Malaya. This was changed and he was ordered to join the newly formed 41 Independent Commando for Service in Korea.

He continued to serve in various parts of the globe until 1972 – but although he enjoyed life in the Royal Marines he never found another unit to match the spirit of his first commando. He still considers it second to none.

In *Green Berets in Korea* (Vanguard Press £8.99) he tells the story of a Commando that is probably unique, in that during its 18 months history it operated exclusively under the command of the United States Navy and Marine Corps.

They were supplied with US weapons, equipment and clothing and were deployed from US submarines and ships for raids on the enemy coast.

With the onset of an atrocious winter, the Commando joined the US Marines operating in the mountainous terrain of North Korea, taking part in the Choisin Reservoir Campaign – which has been described as "a battle unparalleled in US military history, an epic of great suffering and valour."

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Cadets and the impact of war

CITIZENSHIP training was seen as a priority by the Sea Cadet Corps, almost from the beginning – but most of today's existing cadet organisations were founded under threat of war.

In *Cadets – The Impact of War on the Cadet Movement* (Jade £14.95) Larry Collins has produced the first – and long overdue – study of the phenomenon.

He points out that the effects of

World War I were particularly devastating for the Army Cadet Force – the oldest official cadet organisation, he claims. The carnage on the battlefields meant people were disinclined to join the Forces and this, coupled with the post war economic recession, caused the

Government to disband it.

But the response of the nation's young people to the call to arms in 1939 was outstanding; there were nearly half a million boys in uniform at any one time during World War II.

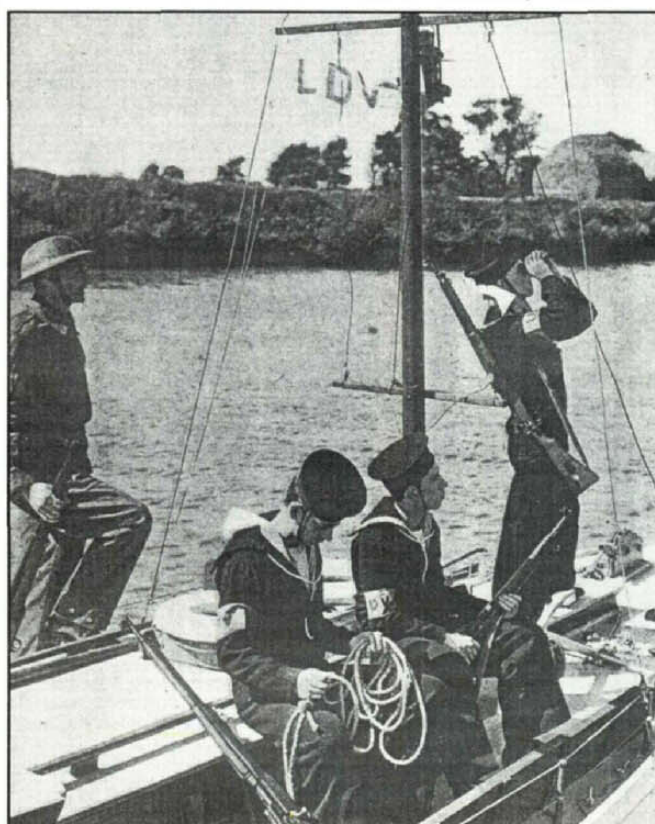
The way training was adapted to prepare cadets for service in the front line is examined in detail here, showing how the need for instruction in technical subjects such as motor mechanics and communications – which continues today – was recognised.

The relationship some units had with the Home Guard underlined the "operational role" experienced by a significant number of cadets – and it is important to realise that what cadets did was referred to universally as "Pre-Service Training".

This book is also a study of the role of the officer and the adult instructor within the different cadet organisations. It takes a close look at the co-operation and, at times, strict control exercised by the War Office, the Admiralty and the Air Ministry.

In the foreword, Brig Richard Holmes, a former Director of Reserve Forces and Cadets, observes: "The Cadet Movement has long deserved a proper academic history... not simply because it made an important contribution to the armed services... but also because it is a fascinating reflection of social attitudes to the armed forces."

● *Members of the Cotswold Sea Cadet Corps assisting the Home Guard on river patrol, c. 1942.*



At Your Leisure

BRITAIN'S SEA POWER



ARTHUR FERRIER
SUBMARINE CREW AT 'ACTION STATIONS' DURING AN ATTACK

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ScreenScene

— by Bob Baker

Moral dilemma over Italian frogmen strike

DECEMBER 7, 1941: attack on the US Pacific Fleet in Pearl Harbour. The story was told 30 years ago, with restraint and not too much melodrama, in the epic *Tora! Tora! Tora!* and is now retold, with lashings of melodrama and no restraint whatever, in *Pearl Harbour*.

The main thing to say about it is that it is aimed fair and square at American teenagers, and if you happen not to belong to that constituency, better perhaps to pass on to something else.

Say to... December 19, 1941: attack on the British Mediterranean Fleet in Alexandria Harbour – a less cataclysmic affair than that 12 days earlier, but one which has also attracted film makers on at least two occasions over the years.

The day began with the capture of two Italian frogmen, who insisted they had got into difficulties outside the harbour and who denied being on a sabotage mission. This seemed unlikely, and to encourage the frogmen to talk, they were locked up in a lower deck cabin aboard the battleship HMS Valiant.

After a few hours the Italians cracked: there were mines directly beneath them. The subsequent explosions disabled both the Valiant and another battleship, but the warning had come in time, and there were no fatalities.

The episode was a triumph for the Italians and unsurprisingly it was they who first made a film about it. *I Sette dell'Orsa Maggiore/The Seven from the Ursa*

Major was produced in 1952, being shown in the UK under the more succinct title of *Human Torpedoes*. The film hasn't been available for decades, but reviews of the day indicate that, naturally, the emphasis was on the heroism and selflessness of the attackers, who were shown surrendering after planting the explosives, so they could warn the British to evacuate their ships.

A post-war epilogue showed the leader of the mission being presented with Italy's highest decoration – by Rear Admiral Morgan, former captain of the Valiant.

No mention was made of the psychological pressure that was used to make the Italians talk, but it was this aspect that most intrigued the French writer Robert Mallet, whose play *L'Équipage au Complet/All Hands* was a big hit on the Paris stage. The British version of the story – *The Valiant*, made in 1961 – perhaps unwisely took Mallet's play as the basis for its script. At the time of writing the film seems not to be available on video, though TV screenings can be expected from time to time.

It's an interesting picture, but the moral dilemma on which the drama turns – the treatment of the Italian prisoners – may seem to many, considering the circumstances, to be no kind of moral dilemma at all, while the impassioned debate which is shown taking place between Captain Morgan (John Mills) and his officers seems a most unlikely state of affairs. Ironically, the part of the Valiant was played by an Italian cruiser, given a reprieve from the scrapyard until filming was completed.

POSTERS THAT WON THE WAR

'*BACK Them Up*' Naval Posters for the Home Front, 1914-45 is the title of an exhibition at the Royal Naval Museum in Portsmouth's Historic Dockyard this month.

The two world wars were economic and industrial struggles as well as armed conflicts – and the Navy was at the centre, not just of war at sea, but also of national life.

As an island, Great Britain depended on the sea to transport vital resources, and it was the men of the Royal Navy and Merchant Navy who kept this supply lifeline open.

At the same time, workers in the dockyards built and repaired the ships, and sacrifices by ordinary people provided the money to pay for them. The support of all these people was vital – and so the Government produced an enormous range of propaganda stressing the Navy's role.

The exhibition displays 60 posters from the Museum's own collection, reflecting this attempt to involve the wider public in the war at sea and covering such themes as recruitment, outrage at German 'atrocities' at sea, the shipbuilding industry, war savings and Warship Weeks and the dangers of 'Careless Talk'.

Hundreds of thousands of copies of a poster for a national campaign were printed and pasted anywhere they might catch the eye – underground stations, bus shelters, factory canteens, Government offices and so on.

By 1939 radio broadcasts, newsreels and films were probably more effective propaganda tools, but even so more posters were produced in World War II than in World War I.

Admission to the exhibition, from August 3 – September 2, 2pm–4.30pm, comes with the Museum ticket, and with the all-inclusive International Festival of the Sea ticket from August 24-27.

Keelhauling order from the King

*RIDING Madly Off In All Directions** is the title of Ronald Bell's memoir of life in the Navy and the entertainment business – and this is exactly what this book does, in no less than 116 chapters!

It's full of anecdote, though – one supplied by an old shipmate he made contact with through *Navy News* after 60 years, who told him what King George VI said on leaving HMS *Courageous* during his Coronation Fleet Review.

"I had the middle watch the night before the royal visit. It was customary for for duty middle watchmen from the signal staff to get their heads down in a flag locker situated in a recess hidden behind the SDO rather than make the long trek to the mess and one's hammock."

"I was awakened by the sound of many voices, opened my eyes and beheld the King, the Captain and various VIPs peering down at me as I lay on my boudoir couch of flags and pennants..."

"This affair was witnessed by the Captain's messenger, John Cannon, who wrote to me that he heard the King say to our Captain as he stepped on to the gangway leading to the Royal Barge: 'Oh, you'd better keelhaul that flagwagger!'"

* Available from the Memoir Club at £14.95 with £7 going to Naval charities.

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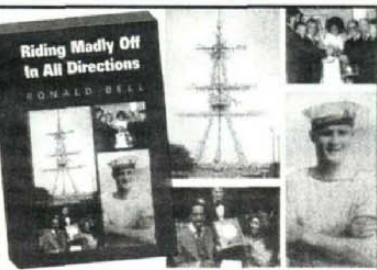
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Through the years in the Royal Navy to mixing

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Reunions

August

HMS Suffolk Association reunion, Falcon Hotel, Stratford-on-Avon, August 17-18. Send SAE to A.E. Emmanuel, 1, Channon Court, Maple Rd, Surbiton KT6 4RS, tel: 020 8390 5783.

Fast Minelayers S/E Branch will meet at noon in the RBL, Braganza St, Kennington, August 20. Contact Ray Moore, 89 Watling Rd, Norwich NR7 9TG, tel: 01603 437652.

HMS Fleetwood first reunion at the Home Club, Portsmouth, from August 21-23. Details from Keith Rayner, 01642 281392, email: krayner@ntlworld.com, or Frank Allen on 0116 238 6715.

September

Fisgard Association annual reunion, 'Green and White' dinner dance at the Home Club, Portsmouth, on September 14. Ex Artificer Apprentices who joined via HMS Fisgard or The Fisgard Squadron (HMS Raleigh) are invited to attend. Contact Des Goodwin on 023 9247 2384.

SS Wrens, Faslane (HMS Neptune) 1987-95: A reunion will take place at the Senior Rates Mess, HMS Excellent, on September 14. If you recall Bev Horsham,

HMS Rapid:

Researcher wanting to contact former crewmembers that participated in the race against HMS Cavalier on 6 July 1971.

Contact: Andrew Bonallack,
203 Dale Street, Chatham,
Kent ME4 6QJ. 01634 329005.
andrew_bon@hotmail.com

Fiona Hilbert, Angie Smith or Kim Lee, contact them at fastanereunion@aol.com or Kim Drummond on 023 9254 7153 (daytime).

HMS Diomed: A celebration of the 30th anniversary of the first commissioning takes place on September 15 at the Holiday Inn, Leicester. More details from James M. Fairlie on 01455 286480.

17th Destroyer Flotilla Association AGM and reunion dinner dance at the Home Club, Portsmouth, on September 29. Open to shipmates of WWII O-Class destroyers. Contact John Fellows, 26, Souththorpe Rd, Blakedown, Kidderminster DY10 3JL, tel: 01562 700873.

360 Sqn RN/RAF Aircrew reunion Ladies Night at RAF Wyton on September 29. Contact Pat Broster on 01480 413313.

October

HMS Vanguard 1945-60 reunion at Chatham on October 6. Details from Mrs C. Harris, 21, Telford Close, Burntwood, Staffs WS7 9LQ, tel: 01543 685099.

HMS Protector Association mini reunion and social in the Nuffield Lounge, Home Club, Portsmouth, October 6. Cadets from TS Protector will provide a drill demonstration and sample of band music. Contact Bill Bartlett on 01202 480767 for details.

HMS Llandaff last commission 1974-76 first reunion at Llandaff Cathedral, Cardiff, October 10. Contact Slinger Wood, 020 8581 5693, email: faicollor50@aol.com

HMS Cheviot reunion weekend October 12-15 at Llandudno, Wales. Contact Vic Denham, 92, Swallow Rd, Larkfield, Aylesford ME20 6PZ, including SAE please.

HMS Ganges 1945-46 intake, Comms Classes 201/202 reunion in Havant on October 27. All qualifiers contact Geoff Bray

on 01329 312068.

14th Carrier Air Group, 804 & 812 Squadrons reunion for all who served or were associated with the CAG 1947-52, at the RNA Club, Leamington Spa, October 27. Contact Ken Lambert, 17 Walgrave, Orton Malborne, Peterborough PE2 5NR, tel: 01733 234655.

Long Tossers Buccaneer Reunion: The first reunion for all ex-Buccaneer personnel serving at Lossimouth or Honiton takes place on October 27. All interested in attending or having their name included on database for future events should contact Dave Clark on 01935 474862 (eve) or 01935 702886 (day), email: dac@daclark.fsnet.co.uk

HMS Ganges "Cardiff Friday while" reunion takes place October 26 'while' 28 at Cardiff City Posthouse. Booking forms (please quote membership number) from David or Liz Macleod, 24, Pendragon Close, Thornhill, Cardiff CF14 9BD, tel: 029 2061 9937, email: dmacleod@onetel.net.uk

November

HM Ships Hecla, Venomous & Marne (1942-42) memorial service and reunion, November 9-12 at Solihull. Details from Harry Cliffe, Oaktree Cottage, Post Office Lane, Norley, Via Frodsham, Cheshire WA6 8JJ, tel: 01928 788181.

HMS Cockade R34/D34 reunion at the Treacran Hotel, Babbacombe, Torquay, November 16-18. Details from B. Hutson, 27 Gollands, Brixham, Devon TQ5 8JY.

Submarine Renown Association reunion takes place at Leicester from November 23-25. Details from SRA Co-ordinator on 0116 256 1559.

If your association has a website and you wish to have a link from an Associations section in the award-winning Navy News Online site, please email your web address to edit@navynews.co.uk

Over to You

Roland R. Smith: If anyone knows of Roland, who makes Naval videos, could they contact Reg Hellyer on 01243 583516.

HMS Pennywort (K111): Seeking any info on this Flower-class corvette from her building to being scrapped. Contact Kevin Murphy, 32, Bostall Rd, Orpington BR5 3DW, or email: KevinCAGC@aol.com

HMS Edinburgh: Seeking anyone who served with Simon (Buck) Taylor, especially Tony (OJ) Simpson and Ollie, who were chefs on board in 1998, also anyone in the SS department on Torquay when she was decommissioned in the 1980s. This is a surprise 40th birthday party for Simon at the Portdown pub, Leith Avenue, Portchester at 7.30pm on August 4. Get in touch with Karen Taylor on 07714 565033.

HMS Registan: Dave Wright requests info on this ship, requisitioned in 1940 as an ocean boarding vessel. Contact Dave at 45, Orchard Way, Burwell, Cambridge CB5 0EQ, tel: 01638 610711.

HMS Shoreham: Peter Nicholas has photos of the funeral of Whitelaw F. RN, J108874, Telegraphist, 25-4-34, HMS Shoreham. Buried in Basrah Cemetery, Row C, Grave 15. Available free to any member of his family. Contact Peter on 01453 845328.

HMS Hawkins: John Saunders, LS in 1933. Seeking info or anyone who knew him. Contact Sharon Kalsi, 20, Beverley Close, Chessington KT9 2RL.

HMS Broke 1940: Seeking photos of the ship wearing the original Western Approaches camouflage designed by Peter Scott. It is believed the camouflage was only on one side, the other being of a chequered pattern. Photos will be returned. Reply to R.J. Groves, Baltramsley House, Boldre, Lymington SO41 8ND.

Jim (Scouse) Lehane married Cindy Waters: Both served at HMS President, Furse House, before moving into a flat ashore. Jim was later drafted to Hong Kong. If anyone knows of them, contact Ann Parker, 54c, Cheriton Rd, Folkestone CT20 1DD, tel: 01303 249242, or email: d97coruna@aol.com

Chatham Dockyard: In the early 50s Peter Anscombe spent a night on a reserve fleet destroyer used as overflow accommodation in Chatham. In the starboard passageway was a large nameplate with Scharnhorst in Gothic lettering. What was the name of the destroyer, and was the plate the original from the Scharnhorst? Contact Peter Anscombe, 64, Dumpton Park Drive, Ramsgate CT11 8AP, tel: 01843 594793.

HMS Vanguard: Max Brandt seeks cousin David Jenkinson, who served in HMS Agincourt 1953-54. Lost contact since the ships were in Gibraltar, spring 1954. Contact Max at Heidenstamsgratan 41, S - 754 27 Uppsala, Sweden.

HMS York 1936-39: Tom Tice seeks a copy of the 'Blue Book' of the Commission. Admiral Meyrick and Captain Morse were in command. She was the Flagship of the West Indies Fleet. Contact Tom at 2, Farnham Close, Langton Green, Tunbridge Wells TN3 0DL.

HMS Ark Royal, Saintes, Caesar and Decoy: Sue Baker seeks photos of her late father, PO Cliff Protheroe, born January 5, 1938, in Cardiff. Served in the RN 1956-68. Known to be in Cyprus on HMS Decoy in 1956. All photos will be returned. Contact Mrs Baker, 15, Foxfield Close, Laire, Plymouth PL3 6DF, mobile: 07855 097586.

HMS Birmingham 1952-54, Far East Commission: Ex AB John Blythe seeks any photos of interest taken during this commission. Also a group photo taken of the British Consul and staff with ratings who were invited to his house whilst visiting Kure, Japan. All expenses incurred will be repaid. Contact John at 3, Broadview, Cheriton, Folkestone CT20 3ES, tel: 01303 239437.

Patrol Trawler Kingston Cornelian: Seeking info on this vessel, sunk with all hands in the Straits of Gibraltar by collision in 1940. Daniel Cain's uncle was serving on board at the time, and Daniel would be grateful for photos or info about the vessel. Contact Daniel at 47, Edward Grove, Portchester, Hants PO16 8JA.

HMS Montrose: Thomas Walker seeks a cousin, James or Daniel Walker, last known to be on Montrose. Father was James, uncle was Robert and aunt was Margaret Stewart (Walker). Relatives live in Hamilton, Lanark.

Calling Old Shipmates

HMS St Brides Bay 1959-60: Tansy Lee seeks officers and men from this commission, especially Bob Garvie, Johnny Grice and the skipper, Cdr Von Kettle. Anyone with knowledge of any of the ships company is asked to contact Tansy on 01865 379625, or email: TansyLee@aol.com

OE Mechanician Apprentices, Class 59: Bill Bailey seeks 'Lo' Broad, Les Cox and Scouse Sullivan for a reunion from October 5-7 at Fleet Club, Devonport. Contact Bill Bailey, 7, Pledwick Crescent, Sandal, Wakefield WF2 6DF, tel: 01924 250600.

FAA Artificer Apprentices, 1939 entry: Seeking F.G. Campbell, C.G. Woodmore, T.G. Hogben, J.K. Carpenter and R. Tolley. All now aged about 78. Contact 'Slinger' Wood on 01326 374304.

HMS Highburton 1968-71 and HMS Jutair 1971: 'Brum' Leonard seeks old shipmates including Jim, Buffer, Taff, Steve and Ginger from Highburton and Polly, Bob, Paddy and Jumper from Jutair for a get-together. Call Brum on 0121 426 4712.

HMS Pelican 1954-55 Commission, South Atlantic: Next reunion is in 2003, but in 2004 they hope to return to Simons Town close to September 16, the 50th anniversary of Pelican first entering harbour. Contact Bungy Williams, 21, Ashurst Rd, Ash Vale, Aldershot GU12 5AF, tel: 01252 313071, or Graham Davies, 28, Spring Lane, Horse Path, Oxford OX33 1SA, tel: 01865 872439.

Cleopatra Old Shipmates Association: Anyone who served in the frigate or cruiser, interested in joining the association, including wives, contact CPO Warwick Franklin, at the Armed Forces Careers Office, Mount Wise, Devonport PL1 4JH, tel: 01752 501787.

HMS Black Prince: Seeking Black Prince

crew members who have not contacted the association. There is an annual reunion. Contact B. Edge, 8, The De Traffords, Higher Irlam, Manchester, M44 6LP.

HMS Albion/HMS Loch Killisport: Tracing Boy Communicators from Albion 1958-59, particularly 'Bagsy' Baker and 'Blondie' Barlow, also anyone in comms on Loch Killisport, 1964. Contact Alan Kew, 12, Guinea Court, Epping, Melbourne, Victoria 3076, Australia.

HMS Crane: Ray Whitman seeks info on Tel B. Heaton, with whom he served in HMS Crane 1953/55. They went on courses together and on leaving the RN, B. Heaton joined the RNZN and settled in NZ. He has possibly since returned to the UK. Contact Ray at 5, Ludbrook Close, Needham Market, Suffolk, or tel: 01449 722074.

HMS Bulwark, Albion and Centaur Association welcomes all previous ships company and attached personnel from these three ships. Social events are run in the Portsmouth area, and the RO8 Magazine is issued three times per year. Associate membership is available. Details from Leigh Easton, Glenmoray, Hayford Place, Stirling FK7 9JX, email: glenmoray@lineone.net

HMS Eagle, 4th Commission 1964-66: Seeking Signalmen Pete Philips, Gerry Sharpe, Chris Damon, Dick Richards, Pete Staton, Scouse Gaulton, Taff Jenkins, Basher Hains, Rick Stenning, Brian 'Slinger' Woods and brothers Paul and David Strickland. 67 found, check website at www.eaglecommunicator.com Contact Dave Brighton on 01420 563944 or email: david.brighton@virgin.net

HMS Royal Arthur, Skegness; Class 30 Visual Signals, October 1941. Doug Goulborn would like to meet former classmates. Write to 31, Ellingham Rd, Hemel Hempstead HP2 5LE, or tel: 01442 256632.

Cecil T. Mumby: Signals and Supply 1930-46. Ships - Ganges, Centaur, RNB Portsmouth, Curacao, Resource, Hawkins, Dundee (survivor of shipwreck and torpedo), Vernon, Howe and Greenwich. He seeks to contact old shipmates, their relatives and friends. Contact him at 2, Manning Court, Eastbury Road, Oxhey Park, Watford WD19 4PX, tel: 01923 252373.

HMS Khedive Association now welcomes anyone who ever served in HMS Khedive, Ship's Company, 808 Sqn, 899 Sqn, 1700 Sqn, from Seattle to Far East and back to Norfolk, Virginia. Details from Bob Evans, 40, Merrick Road, Wednesfield, Wolverhampton WV11 3NZ, tel: 01902 603281.

HMS Collingwood 1976-80: Zahari Bin Othman seeks Tiffies from 752Y and 752Z. He hopes to come to the UK next year. Contact Zahari at No 80 Jalan Sulam 19/14, Section 19, 40300 Shah Alam, Selangor, Malaysia, email: zetavia@hotmail.com

Eric Beevis ex PO Motor Mechanic, who did course 10, Isleworth 1942, and later served on LCI(L) 123 1943-45 and LCH 129 1945-6, would like to hear from anyone from the same era. Contact Eric at 44, Melford Rd, Sudbury CO10 1LT, tel: 01787 373293.

HMS Hambledon 1940: Would any members of Ship's Company please contact ex-crewman Frank Shaw on 020 8658 6832.

HMS Fisgard/Collingwood 1950: Info required on Artificers David Leonard Bull and Peter Cook. Reunion and nostalgia await. Ring Brian Waterson on 01752 777042.

HMS St George, Class Hawke 236 (1942-43): John Solway seeks old classmates. Contact him at 4, Cornford Close, Hayesford Park, Bromley BR2 9BJ.

HMS Goldcrest 1943-4: Jack Quin would be interested in hearing from shipmates from this era. Jack and his wife Phyllis (Cameron) were stationed there. Contact Jack at 20, Bryn Close, Newtown, Powys SY16 2DT, tel: 01686 628658.

HMS Delight 1958-62: Ex-LS Taff Edwards seeks crew members during this period. Contact him on 01978 821780.

Royal Naval Volunteer (Wireless) Reserve: Radio amateurs were called up just before WWII and drafted as radio operators on minesweeping trawlers, the likes of HMT Northern Princess and Stella Rigel. Living in Halifax, Revd Fr H. Makin and colleagues travelled to the Bradford Training Unit. If there are any other members of that unit around, contact Revd Fr Makin at 46, Upper Highfield, Gibb Lane, Mount Tabor, Halifax HX2 0UG, tel: 01422 244642 or email: hubG3FDC@aol.com

Contact Thomas on 01674 674458.

HMS Emerald: Whilst serving on Emerald, stationed at Aden, R.W. Rumsey visited the local museum. In a glass tank were the mummified preserved bodies of a family brought up by a fishing boat. Can anyone provide more info on this? Contact R.W. Rumsey, 25, Fernways, Ilford IG1 2EL.

HMS Kite was sunk on August 21, 1944, and was adopted by Baintree during WWII. The Baintree Museum would like to mount a small, permanent display of HMS Kite, but has very little info. If you can help, contact Robert Rose, Baintree Museum, Town Hall Centre, Market Place, Baintree, CM7 3YG.

HMS Whirlwind 1961-64: Pete (Dickie) and Gwyneth Dawson celebrate their 40th wedding anniversary on August 11. Anyone who recalls them from Edinburgh, Rosyth, Portland, Chatham and the West Indies, is invited to get in touch, especially John and Joy Liggins and anyone from 13, 14 and the POs messes. Write to 62, Larkhill Rd, Yeovil BA21 3HQ, tel: 01935 475998.

HMS Lincoln: Does anyone have a copy of the first commission of HMS Lincoln that J. Eatwell could buy or get copied? He joined her as an LME four months before she was commissioned in Glasgow and left as a POE in Singapore. He came home to demob in 1962 and didn't get a copy. Contact J. Eatwell, 'Hunters Moon', 12, Pool Park, South Brent, Devon TQ10 9PP, tel: 01364 72836, or email: j.eatwell@virgin.net

HMS Mullet: The son of the skipper, Murray, is trying to find the address of 'Tich', a crew member, or any other member of the crew, Mrs Barrett's father, Walter Thompson (now 92) was a leading cook on board. Contact Mrs P. Barrett, 27, Daniels, Welwyn Garden City AL7 1QY, tel: 01707 328721.

Wilfred John Webb: Seeking info on Dave Strudwick's late father's service career.

From 1942-46 he served in Collingwood, Victory, Cormorant, Ferret, Nile, Lanka, Golden Hind and Flamborough Head. Contact Dave at 18, Great Links Tor Rd, Okehampton EX20 1TW, tel: 01837 55163.

Sidney Albert Porter: Wayne Porter seeks info about his father's Naval career. He joined HMS Ganges in 1937, he then went into HM ships Calcutta and Kent (China Station). He then served in Pembroke, Springbank and Sparrowhawk. There is also a picture from Mavis - who is she? Contact Wayne Porter, 29, Chester Rd, Castle, Northwich CW8 1HA, tel: 01606 49796, email: wpwtilling@wporter.freeserve.co.uk

829 Squadron: Bob Proud belongs to 337 Ark Royal mess in an organisation called the Fellowship of the Services (FOS). Recently they were gifted two plaques from the same source, one from the Ark Royal dated 1976, the other from 829 Squadron. Is there a connection? Contact Bob at 37, Chester Grove, Blyth NE24 5SJ, tel: 01670 368041, email: Bob.Proud@Aican.com

Photo required: Does anyone from class 21NB - Victoria Barracks 1954 or N43 - HMS Mercury 54/55 have a copy of the class photo which Ken Williams can copy? Contact Ken at 'Juniper Cottage', 118, Colchester Rd, White Colne, Essex CO6 2PP.

Seeking Alfred Claridge, ex RNAS, last known posting in 1955-56 was Lossimouth. He came from Liverpool and started training at HMS Collingwood in 1953. He was last known to have moved to South Africa in 1970. Contact Owen Connor, 7, Fernwood Rd, Liverpool L17 6DG, Tel: 0151 727 4010.

HMS Implacable: Alan Maidment's father, Edgar Maidment, Gunner Crew, served in Implacable from 1943-46. Alan has a photo of ten men sat on felled trees in front of a truck in perhaps a jungle clearing. Can anyone shed any light on it? Contact Alan at Flat D, 112, Dorchester Rd, Weymouth DT4 7LD, tel (mobile): 0777 3004015.

Charles Edward Relf: Known as Ted. Joined, 1943 at HMS Excalibur, went to Scapa Flow, and Murmansk, where he was shore-based. Believed to be on HMS Duke of York en route to Russia - does anyone know the convoy and dates? Any info to D. Relf, 31, Kings Rd, Faversham ME13 8RE.

Jacqueline seeks a photo of **RO Ed Hocking**, a close friend before his death in October, 1993. He was at HMS Mercury 1991-92 possibly K032, then served at Drake/Mount Wise and in HMS Exeter. Would anyone who trained or served with him and has a photo contact Jacqueline on 0771 3146827.

Navy News Online carries updated reports and background material, as well as a selection of articles from this edition of the paper. There is also a gallery of photographs, some of which have not been published in the paper. Check the website at www.navynews.co.uk

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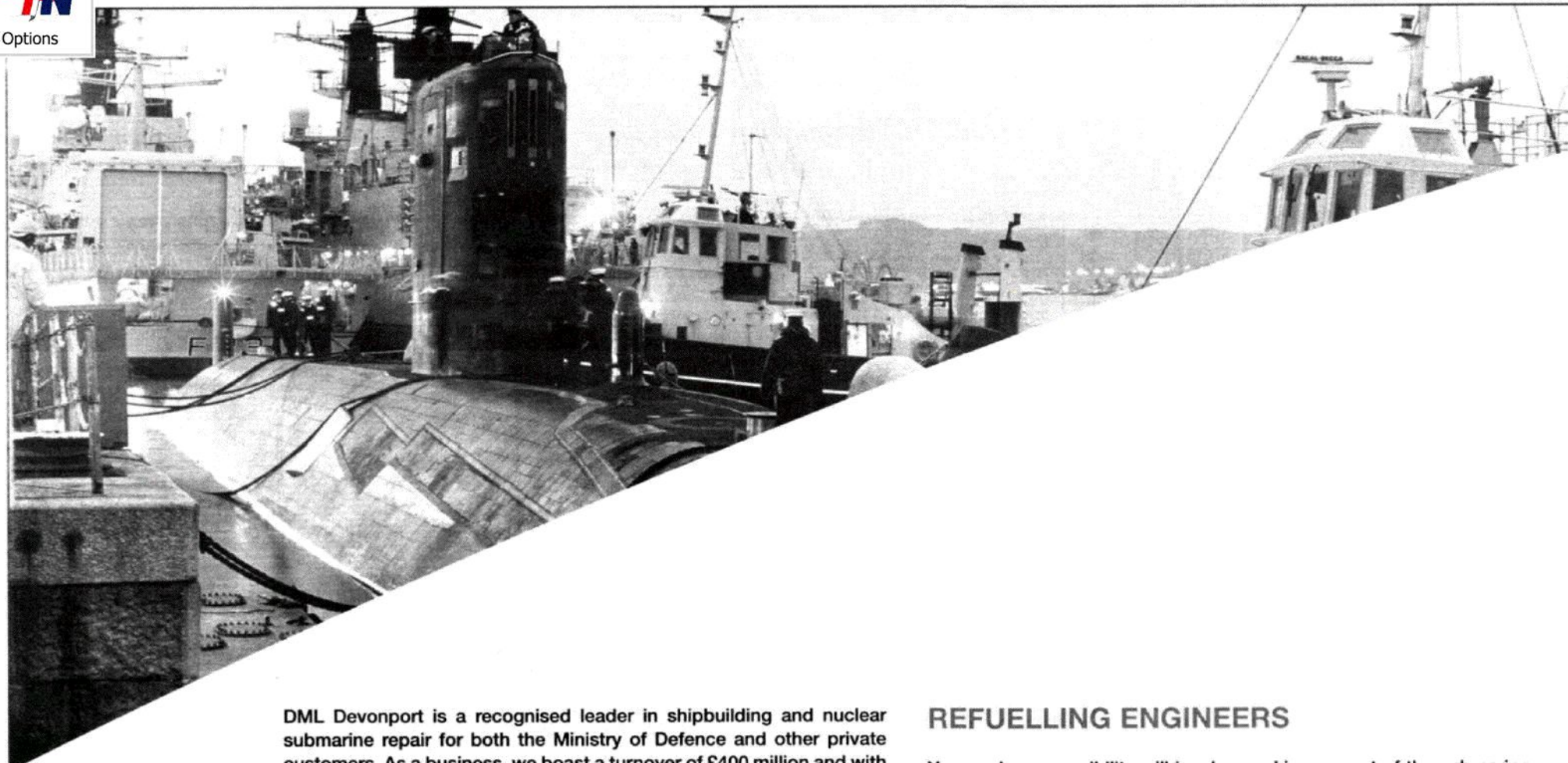
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To apply for these positions please send your CV and current salary details to Kris Cox at the address below.
E-mail: kristian.cox@devonport.co.uk

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These roles will offer direct support to production during repair periods to enable nuclear implicated work to be conducted safely. This will involve the provision of Nuclear Procedures, Test Procedures, Nuclear Technical Instructions, Revalidation Work Package Control, production and maintenance of Nuclear Logics and providing support to the production of Safety Reports and Safety Cases. You must be prepared to work to tight deadlines, pay attention to detail and have excellent communication skills. Persons holding qualifications related specifically to the RN Nuclear Steam Raising Plant, such as the NDOC or equivalent, are encouraged to apply. Training to this standard can be provided for individuals not holding the specific qualifications.

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- Identifying the material requirements for entry into the production system
- Identifying any workshop/factory overhaul requirements for entry into the programme management system
- Identifying any sub-contract requirements to the sub-contracts project engineer
- Identifying and raising Work Specification Enquiries (challenges to the Work Specification).

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- Mechanical, Electrical or Constructive (Shipwright) experience is essential and some Marine experience is also preferable.
- Knowledge of submarine and ship repair would be an advantage.
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- Electrical Engineering
- Civil/Structural Engineering
- Electronics/Communication
- Marine Engineering
- Naval Architecture
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Services team plans to conquer a giant

SERVICE mountaineers are planning an expedition to climb the fifth highest peak in the world.

The 27,758ft high Himalayan mountain of Makula has been scaled few times, and never by a UK Services expedition. Fourteen mountaineers from the Forces will make up the main team to climb the challenging peak in 2004 while a junior team of ten will undertake a climb of at least 6,000 metres.

The 12-week main expedition will be led by Sqn Ldr C. W. Scott RAF, while the seven-week junior expedit will be under the leadership of Surg Cdr Andrew Hughes.

A selection weekend for team members will be held in North Wales this November, and details of requirements are published in Joint Service Defence Council Instruction 92/01.

Expansion begins at Home

AN INITIATIVE by the Royal Star and Garter Home to expand in partnership with another specialist care provider is expected to result in a new, 40-bed unit for dementia sufferers as well as a £1.9 million grants scheme.

The Home at Richmond for disabled and incapacitated ex-Service people is to introduce the grant scheme to meet the nursing care needs of ex-Service personnel in the Midlands and North of England.

Both plans are the first phase of a development announced by the Home's Chairman of Governors, Vice Admiral Sir David Dobson.

Meanwhile, the Home has also launched a fund-raising scheme by which anyone who has military or wartime memories can, for a £10 donation, secure a place for them in an electronic time capsule.

The *Odyssey Timeship* will be placed in the Imperial War Museum for 100 years. Bookings can be made before October 31 on www.OdysseyTimeship.com – or on forms from The Odyssey Project, Royal Star & Garter Home, Richmond, Surrey TW10 6RR.

New Defence science set-up

A CENTRE for the largest group of scientists and engineers in Britain's public service was launched on July 2.

The Defence Science and Technology Laboratory (Dstl) is part of the Ministry of Defence and has been created to continue defence work within the Government after the division of the former DERA – the Defence Evaluation and Research Agency.

Dstl's 3,000 staff will be based at 17 sites throughout Britain

Devonport open days

DEVONPORT Naval Base will be open to the public again on the weekend of July 28-29.

Visitors will be able to visit the museums, exhibitions and historical buildings, including the RN field gun display and the hangman's cells. There will also be guided coach tours.

Entry is free via Granby Gate off Fore Street, and the gates will be open between 10am and 5pm.

HERE COMES THE INDIAN OCEAN DIPLOMATIC SHUTTLE

Picture: LA(PHOT) Jack Russell



Gloucester has a rare time east of Suez

WORLD rover HMS Gloucester has become the first Royal Navy ship to visit Dar es Salaam – Tanzania's former capital – for 15 years.

The call in late June was planned to coincide with the visit by Britain's Chief of the Defence Staff, Admiral Sir Michael Boyce. He hosted a lunch on board for the Tanzanian Defence Minister and his own opposite number, General Mboma.

After leaving Tanzania, Gloucester continued defence diplomacy missions, one of the main roles of the seven-month deployment which is taking her to the Far East.

She called at Maputo in Mozambique, then stopped at the Seychelles before her odyssey took her to Durban in South Africa, Mauritius, and across the Indian Ocean, via Diego Garcia, for a stand-off in Penang, Malaysia.

There she was due a stand-off this month during which families were being flown out to spend some time with members of the ship's company.

In those waters her deployment is due to be rounded off next month with a final exercise under the Five Powers Defence Arrangement – involving Australia, New Zealand, Malaysia and Singapore, the Type 42 destroyer taking the lead in air defence.

She will then cross the Indian Ocean for the third time in four months when she begins her long journey home via the Suez Canal. She is due to arrive at Portsmouth in mid-October.

Earlier in her deployment, Gloucester visited Singapore and east Malaysia from where 18 of the

ship's company ascended South East Asia's highest peak, Mount Kinabalu while 100 others took to white-water rafting. Among the VIPs who visited her was the Duke of York, guest of honour at a reception on board.

In Brunei, Gloucester hosted a sea day for that nation's navy and welcomed on board Admiral Blair, US C-in-C Pacific.

When the ship visited the Kenyan port of Mombasa her climbers were out again – this time for a five-day ascent of the snowy heights of Kilimanjaro, Africa's highest peak.

In the true tradition of Royal Navy warships on deployment, charity did not stay at home. A 'village fete' on the ship's flight deck raised £400, an orphanage was helped out in Mombasa, and while the ship was at sea Lt Karen Hibberd cut hair to raise money for games and books for Dar es Salaam's Dogodoo Centre for street children.

Warships on show at big exhibition

BRITISH warships and vessels from overseas navies will be berthed in London Docklands for the second biennial Defence Systems and Equipment International Exhibition on September 11-14.

The exhibition, organised by PGI Spearhead Ltd, will be centred on the new ExCel exhibition and conference centre in Docklands. It will be supported by the British Naval Equipment Association, the Defence Manufacturers Association, the Society of British Aerospace Companies and the Federation of Electronics Industry, as well as the Ministry of Defence and the Defence Export Services Organisation.

Free tickets will be issued by PGI Spearhead to MOD people who have an interest in attending in an official capacity. Details about applications for tickets appear in General Defence Council Instruction 163/01.

Band concert series starts

A SEASON of Royal Marines Band concerts at St Mary's Church, Portsmouth begins on September 20 and will continue each month up to April.

Tickets for the concerts, by the Band of the Royal Marines School of Music, are £5 (£4 for senior citizens and students), with tickets for the seven concerts in the season at £14.

The concerts begin at 7.30 and, besides the September event, will be held on October 18, November 22, December 13, January 17, March 14 and April 11.

For details contact The Concert Secretary, RMSM, HMS Nelson, Portsmouth, PO1 3HH (tel 023 9272 6182). Cheques should be made out to the RMSM Band Fund.

Northumberland's sad return to Greek island

WHILE the destroyer HMS Gloucester was engaged in the Indian Ocean, her wartime predecessor was being remembered in an emotionally charged visit to a Greek island by HMS Northumberland.

The Type 23 frigate anchored at Kithera, between mainland Greece and Crete on June 15 to mark the 60th anniversary of the sinking of the cruiser HMS Gloucester.

Of her complement of 807, 722 died when the ship was attacked by

Stukas which then machine-gunned men in the water.

The 85 survivors were captured and taken to Kithera, where they were denied food by the Germans – but they were fed and re-clothed through the kindness of the islanders.

During three days of commemorations, the ship's company of Northumberland joined with six of the survivors, 41 family members and local people to remember the Gloucester's agony.

The frigate provided a guard for

a parade of veterans and families on the route along which the survivors were marched in 1941, and the ship's Chiefs Mess hosted a barbecue on the sea front for the Britons and villagers.

A brass plaque was unveiled by the British Defence Attache to Greece, Commodore John Milnes, and a memorial service was held in the Northumberland.

With veterans and families on board, wreaths were laid 13 miles off the island where the Gloucester went down.

Manx parliament opens in Naval style

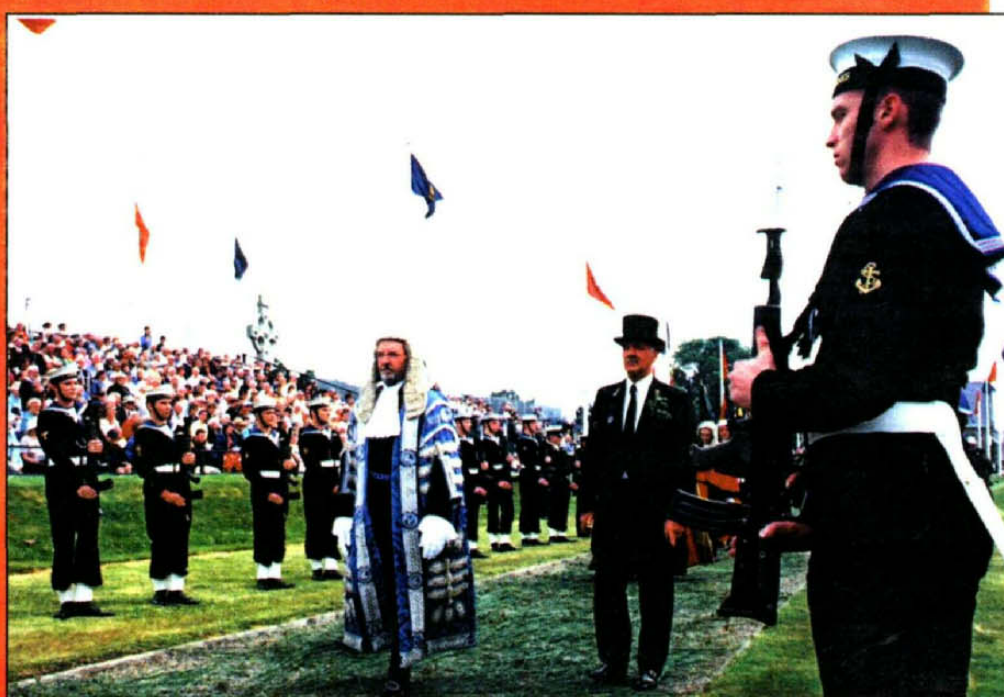
FLANKED by a Royal Navy guard, the Hon. Noel Cringle, President of the oldest parliament in the world – the Isle of Man's Tynwald – makes his way to the hill from where the ancient legislature is opened annually.

The Naval contingent at Tynwald Day on July 5 was made up of men from the port crew of the Trident submarine HMS Vigilant and from the new mine-hunter HMS Ramsey.

The mine ship was visiting the island for the occasion and hosted an official lunch at which guests of honour were the Lieutenant Governor of the Isle of Man, Air Marshal Ian Macfadyen and his wife, Sally.

With the Ramsey at Douglas was the Hunt-class vessel HMS Brecon, taking a break from her Northern Ireland duties specially for the occasion.

Also on the island for Tynwald Week were the Royal Marines Band Scotland which led the



parade at the main ceremony. They also played at the Governor's official reception, at a local fund-raising

event, and for the crowds in the evening of Tynwald Day. Senior RN officer present was the Naval Regional

Officer for Northern England, Commodore John Madgwick.

Picture: LA(PHOT) Mez Merrill



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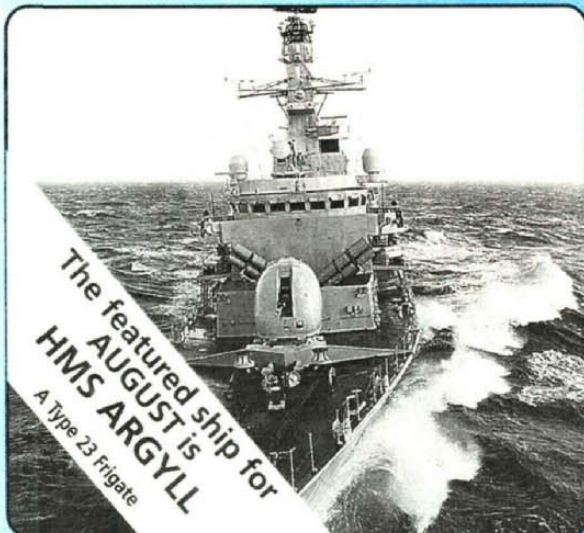
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THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the August headlines of past decades...



● 1981 - The launch of HMS Trafalgar, first of a new class, at Barrow-in-Furness.

40 years ago

IRAQ'S announcement that it was going to annex Kuwait triggered Royal Navy action in support of the smaller state. HMS Bulwark with 42 Cdo embarked was directed from Karachi and HMS Victorious from Hong Kong with escorting warships. Another carrier, HMS Centaur, was despatched from Gibraltar and a minesweeping squadron was diverted from the Mediterranean. The Royal Marines were put ashore within 24 hours of Kuwait's request for aid. Navy News said the successful operation which forestalled Iraqi intentions was a demonstration of the Navy's versatility and mobility.

30 years ago

BY A distance of only 16yds HMS Cavalier had won the title of "fastest ship in the Royal Navy" by beating HMS Rapid in a two-hour speed trial off the east coast of Scotland.

Royal Navy helicopters almost swept the board at the annual International Helicopter Rescue Meet at RAF West Raynham by winning five out of a possible six trophies.

20 years ago

THERE was strong opposition among Naval wives to a plan to end the centuries-old practice which allowed ratings to allot part of their pay to dependants each week. Wives were organising a petition to be sent to Defence Secretary John Nott.

HMS Trafalgar, first of a new class of nuclear powered submarines, was launched at Barrow-in-Furness by Lady Whitehouse, wife of C-in-C Fleet, Admiral Sir John Whitehouse.

Herald takes last bow

THE White Ensign is lowered for the last time in HMS Herald during her decommissioning ceremony at Portsmouth Naval Base. The event was attended by the Flag Officer Surface Flotilla, Rear Admiral Ian Forbes and Captain (Hydrography), Capt Michael Barritt.

A decommissioning cake was cut by the threesome of Mary Hall, the ship's sponsor; Elizabeth, daughter of the Cdr, Cdr Duncan Tilley; MEM Barry Martin, the ship's youngest rating. Picture: LA(PHOT) Susan Rose



Promotions to Captain & Colonel RM

PROVISIONAL selections for promotion to Captain RN (effective June 30, 2002):

WARFARE

Cdr A.S. Bell, Cdr R.A.M. Brown OBE, Cdr The Hon Michael Cochrane OBE, A/Capt P.N. Collins, Cdr D.J.R. Dickens, A/Capt E. Fraser, Cdr D.S. Morris, Cdr M.J. Parr, Cdr D.L.W. Sim, Cdr N.P. Stanley, A/Capt C.D. Stockman, Cdr M.D. Tarr, Cdr G.C. Thomas OBE, Cdr I. Turner OBE, Cdr J.S. Westbrook MBE, A/Capt M.W. Westwood, Cdr D.E. Wolfe.

ENGINEERING

Cdr P.M. Burrell, Cdr P.J. Couch, Cdr S.R. Dearden, Cdr S.R. Gosden, Cdr J.T. Holloway, Cdr R.I. Hughes, Cdr H.H. Parker, A/Capt R.N. Powell, Cdr N.P. Sealey, A/Capt J.D. Stratton, Cdr A.J. Tate.

SUPPLY

A/Capt R. Albon, A/Capt M.A. Cornberg, A/Capt A.A. Ross.

FEMALE NON-SPECIALIST

A/Capt A.M.B. Muxworthy.

MEDICAL

A/Surg Capt D.C. Brown, Surg Cdr J.K. Campbell, Surg Cdr C.J.G. McArthur.

DENTAL

A/Surg Capt (D) M.W. Weston.

ROYAL MARINES

Provisional selections for promotion to Colonel RM (effective June 30, 2002): Lt Col M.W. Dunham, Lt Col F.H.R. Howes, Lt Col I.P. Huntley, Lt Col G.K. Messenger.

Deaths

Lt Cdr Michael Frank Woolliams, HMS Raleigh, June 28.

Admiral Sir Anthony Synnot KBE, AO, RAN, Chief of Australian Defence Force 1979-82. Served 1939-82. Appointments: HMAS Canberra, HMAS Stuart (Matapan - MID, Evacuation of Greece and Crete), Barham, Punjabi (survivor), HMAS Quiberon (North Sea, N. Africa landings, Indian Ocean). Post-war: Excellent, HMAS Warramunga (CO), HMAS Vampire (CO, Vietnam), HMAS Sydney (CO, Vietnam), Director General Fighting Equipment 1969-73, Flag Officer Commanding Fleet 1973-74, Defence Forces Staff 1974-79, Chairman of Council of Australian War Memorial 1982-85, July 4, aged 79.

Vice Admiral Jack Scatchard CB, DSC and two Bars, WW2 destroyer CO and Second-in-Command Far East Fleet 1962-64. Served 1923-64. Appointments: Repulse, Kent (China Station), St Vincent, Kashmir (Malta convoys, Crete evacuation, survivor), Garth (Channel and E. Coast convoys, Dieppe - DSC), Termagant (CO, Landings in S. France 1944, Sank U-boat - DSC, Aegean 1944 - DSC, British Pacific Fleet - attack on Truk), Post-war: Vanguard, Dolphin, Phoebe, Boxer, Duchess (CO and Captain 5th Destroyer Flotilla), Commandant Joint Services Staff College 1960-62, June 22, aged 90.

Capt Douglas Bromley DSC, CO of HMS Verulam of 26th Destroyer Flotilla which sank the Japanese heavy cruiser Haguro in May 1945. Served 1925-65. Veteran of Atlantic and Mediterranean campaigns. Awarded US Legion of Merit for guiding three Liberty ships through minefields off Naples. Appointments: Sussex, Icarus (Narvik, Dunkirk), Lightning, Vesper (CO), Verulam (Haguro - DSC), Blankney (CO). Post-war: Chieftain (CO), Pembroke (CO), Campania (first British A-bomb test. Awarded Royal Humane Society Medal for rescuing one of scientists from drowning), Daring (CO), Director Naval Recruiting, Commodore Cyprus, Commodore RN Barracks Portsmouth 1963. Member of Association of RN Officers. Chairman Plymouth Centre of National Trust. Aged 89.

John Butler DSM, BEM, ex-CPOGI and veteran of Altmair Incident (HMS Cossack 1940, captain of B gun turret) for which he was awarded DSM. Served from 1930s until 1954. Consulted as gunnery adviser for film *Bequest to the Nation* about Nelson. Retired as head porter at St Mary's Hospital, Portsmouth in 1978 (BEM). June 14, aged 87.

George Deacon, Battle of River Plate veteran. Founder member and secretary and archivist of HMS Ajax and River Plate Veterans Association. Served in Ajax 1938-42, including Mediterranean, and during her last commission 1947-48. May 27, aged 80.

The Ven Arthur Smith VRD, RNVR, Archdeacon of Lincoln 1960-76 and RNVR chaplain 1940-60. Appointments included HMS Hawkins, 13th Destroyer Flotilla and HMS Eaglet (Liverpool RNR). April 4, aged 92.

Peter (Wally) Walton BEM, ex-C/Sgt RM, served 1948-91. Longest-serving Royal Marine at retirement. Veteran of Malaya Emergency and Indonesian Confrontation. Latterly involved in welfare work (BEM). Prizewinning gun-dog trainer. May 30, aged 70.

Lt Cdr A. V. Salter, served 1932-67, joining as boy seaman. Ships: St Vincent, Bridgwater, Sturdy, Stronghold, Carron, Venus, Roebuck, Amphion, Diomed, Furious, Empress, Glory, Implacable. CY

Swap drafts

SA Culverwell, HMS Ocean, BFPO 350, Devonport based. Will swap for any Portsmouth ship deploying or not.

WTR1 McLean (first-aid qualified), HMS Montrose, BFPO 339 (tel 07754299170), will swap for any Portsmouth ship.

LCH Turner, 6E1 Mess, HMS Ark Royal, BFPO 212 (18 months) left, will swap for Plymouth ship and would be willing to extend sea time.

1945, communications commissioned officer 1952. Life member RBL. President of Tilehurst RBL branch and club. Aged 84.

Sir Lawrence Airey KCB, Royal Marines National Serviceman 1945-47. Career civil servant and Chairman of Board of Inland Revenue 1980-86. Aged 75.

A. D. (Nobby) Halls BEM, Chief Mech, served 1943-74. Ships: minesweepers, destroyers, frigates, HMS Sultan and in Bahrain and Malaya. May 25, aged 75.

Glyn Sells, ex-PO St. submariner. Boats: Cachalot (survivor 1941 and then POW), Tiptoe, Teredo, Unbeaten. Member of Gosport branch of Submariners Association. May 29, aged 84.

Michael John (Fingers) Coombs, ex-AB(UC). Served 1950s and 1960s in Wizard, Matapan, Hartland Point, Victorious, Lowestoft, Fiskerton, Mull of Kintyre, Dartington, Duncan. June 4.

Barry (Chic) Calder, ex-CPO, served 1949-74. Ships: St Vincent, Vanguard, St Kitts, Gravelines, Pembroke, Harrier, Loch Alvie, Dryad, Relentless, Royal Arthur, Birmingham, Narvik, Vernon, Messina, Coltingwood, Protector, Mohawk, Blake, Tiger, File. June 8, aged 67.

Norman Culling, ex-CPO COXN submariner, served 1935-50. Ships: Ganges, Ramillies, Galatea, Anthony, Fortune, Eskimo, Dolphin then HM submarines H33, Cyclops, Thrasher, Forth, Seadog, H28, Vengeful, Wolfe, Tactician, Tintivy, U-2518. Member of Australia branch of Submariners Association. Aged 81.

George Tinker, ex-CPO COXN submariner. HMS Ganges and HM submarines Tiptoe, Thermopylae, Alcide, Springer, Explorer, Anchorite, Acheron, Oberon, Osiris, Sett. Member of Australia branch of Submariners Association. Aged 72.

Roland (Roy) Smeaton, ex-LS submariner, served 1943-1950s (medical discharge). Ships and submarines: St George, Kent, Dolphin Cyclops, Forth, Token, Tabard, Thorough, Alliance, Statesman, Templar, Tresspasser, Thule, Anchorite, Montclare. Aged 74.

Arthur Cockburn (Scotty) Walker, ex-A/PO and DEMS gunner, served 1939-46. Ships: Ganges, President, Koskisko, British Chancellor. Veteran of 16 crossings in Battle of Atlantic as well as Malta, Egypt, and N. Africa and Sicily landings, Middle East and Indian Ocean. Aged 88.

Lt Robert Armstrong Nichols, served 1926-60. Ships included Superb, Seagull, Cheerful, Caledonia. Member of Beagle, Boadicea and Bulldog Associations. May 20, aged 90.

Lt Edwin Varley, served 1926-41, joining as boy seaman and serving as electrical and torpedo specialist. Ships included Rodney, Marlborough, Caradoc, Dorsetshire, Furious, Eagle, Courageous. May 18, aged 90.

Clive Davies, member of Aircraft Handlers Association (served in branch 1954-61). June 16.

Brian Croucher, member of Aircraft Handlers Association (served in branch 1949-77). July 26.

Douglas H. McDonald, ex-PO St., served in RCN 1940-47. Ships: HMS Nigeria and HMC ships Cowichan, Saguenay, Jamaica, Uganda. Secretary of Uganda/Quebec Veterans Association. In Canada, April.

Jan Gajda, ex-Polish Navy. Ships ORP Grom (sunk Norway 1940, survivor), ORP Piorun (Bismarck, Russian convoys, Normandy campaign. Member of 10th Destroyer Flotilla Association 1943-45).

Charles Skivington, ex-ERA submariner, served 1940-45. Boats included Sealion, Spitful. Member of North Staffordshire branch of Submariners Association. June 2.

Harry Fleming, ex-Lt. Member of HMS Aurora Association (served in ship 1941-43). June 27.

Ted Pryce, member of Majestic and Caledonia Boys Association 1937-39.

Henry Walter (Harry) Beesley, ex-CK. Member of HMS Belfast Association (served in ship 1942-45). June 29.

Vic Lake, ex-AB, served 1943-47. Ships: Argus, Indefatigable, Savage, Rocket, Havock. June 29.

Members of Algerines Association: John D. Ward (Hound), March 23. Henry Addington (Rinaldo), April 6.

Kenneth Nash (Jaseur, Hare), April 14. Harry Cubitt (Pincher), April 30. Edward Sweeney (Recruit), May 16. Arthur L. Kent (Skipjack), May 13. Derek C. Brooks (Rattlesnake, Plucky), May 12.

Philip Willcock (Wave, Polaris), May 19. Barrie Child (Coquette, Welcome), June 2. W. D. H. Andrew (Chameleon), June 6. W. F. Lake (Hare), June 7.

Harry Edgington, founder member and former secretary Fleetwood branch of RN Patrol Service Association. June 30.

Tom Hesketh, ex-Sigs RN and RFA. Russian convoys veteran. Last ship RFA Appleleaf. Retired 1989. June 1 in Mombasa, aged 78.

William Gordon Pemberton, ex-CPO. Service included HMS Ark Royal, RNAS Yeovilton. March 25.

Fred Fensome, ex-CPO sailmaker, served 1936-68. Ships: Hyperion, Canton, Philoctetes, Protector, Liverpool, Vanguard, Tyne, Newfoundland, Hermes. July 4, aged 82.

ASSOCIATION OF RN OFFICERS

Lt Cdr W. H. Anderson. Served: Fulmar, Heron.

Lt F. W. Barton MBE. Served: Faulknor, Hecla, Cleopatra, Montclare, Excellent.

Lt Cdr C. H. G. Clarke. Served: Dragon, Coraco, Dido, Malaya, Enad Bay.

Lt Cdr M. J. Casserly. Served: Lanton, Defender, Auriga, Ambrose, Tamar.

S/Lt A. C. Clementson RNVR. Served: Copra, Roseneath.

Lt Cdr (E) A. E. Coombes. Served: Jamaica, Maidstone, Pembroke, St Angelo, Chichester, Caledonia.

Lt D. S. Cracknell RNVR.

Capt (S) P. G. Cranfield. Served: Afrikaner, Montclare, Dampier, President, Phoenixia, Daedalus, Centurion, Cochran.

Lt Cdr J. B. Dunne. Served: Bittern, Albatross, Chequers, Hornet, Solebay, Excellent, Swiftsure, Bellerophon.

Lt J. F. Field RM.

Lt (E) F. Fowler. Served: Nuthatch, Falcon, Sanderling, Condor, Heron.

Capt I. G. Gibson OBE, RN. Served: Lowestoft, Queen Elizabeth, President.

Lt Cdr L. S. Hinton. Served: Vernon, Racehorse, Berwick, Woodbridge, Implacable, Dido.

Surg Cdr R. W. Lancashire DSC. Served: Exeter, President, Amara Poora, Victory, Osprey, RNH Portland, RNH Chatham.

Cdr A. W. Langridge DSC. Served: Royal Sovereign, Narwhal, Spirit, Mauritius, Ulster, Belfast, Sanderling, NATO.

Capt J. D. Liddington RM.

Lt Cdr (J) H. Mackie. Served: Liverpool, Excellent, Curlew, Fulmar, Eagle, Falcon.

Lt Cdr R. Marshall. Served: Ark Royal, Furious, Duke of York, Indefatigable, Victorious, Illustrious, Theseus.

Lt G. W. Mather RNVR.

Capt C. J. Meyer OBE. Served: Forth, Sea Scout, Tabard, Auriga, Conqueror, Resolution, Dolphin, Rooke.

Lt Cdr (E) J. D. Newman. Served: St Angelo, Ariel, Falcon, Fulmar, Blackcap, Nuthatch, Gambia, Daedalus.

Cdr A. F. Paterson. Served: Kent, Courageous, Liverpool, Neptune, Attacker, Implacable, Hermes.

Cdr J. H. Stenning. Served: Ark Royal, Victorious, Crowe, Vengeance, Striker.

Lt J. W. Stone. Served: Goldcrest, Centaur, Fulmar, Albion, Excellent, Heron, Osprey.

Lt Cdr (E) D. M. Williams. Served: Westminster, Illustrious, Hornet, President, Terror, Vigo, Excellent.

ROYAL NAVAL ASSOCIATION

Ernest Leslie (Dickie or George) Bird, founder member Sudbury, Halstead & Headingham. Served 1940-46. Survivor HMS Fiji and served in FAA. Member of FAA and HMS Games Associations. June 2, aged 80.

James (Brigham) Young, life member Tranent & District. National Council member and treasurer Scottish Area. Served 1967-80. Ships: Pembroke, Heron, Zulu, Cochran, Bulwark, Mauritius, Gannet, Caledonia, Diomed, Fearless, Claverhouse. May 25, aged 50.

Gerald Raymond Fitzgerald, associate members Wymondham. Ex-MN. June 16, aged 73.

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'The Navy In The News' & 'More Navy In The News'

(Book signings only on Friday 24th August)



The GANG PLANK Club



Cap'n Plank



MESS DECK

So, how are your summer holidays going?

All the crew are having a great time! Captain Plank has let us off the ship and we're heading off to have a top camping holiday. If you want to know how to create your very own camp just read our feature on "Sleeping under the Stars!"

Thanks for all your letters - we look forward to receiving your postcards from your holidays! Don't forget we might have some prizes for top cards.

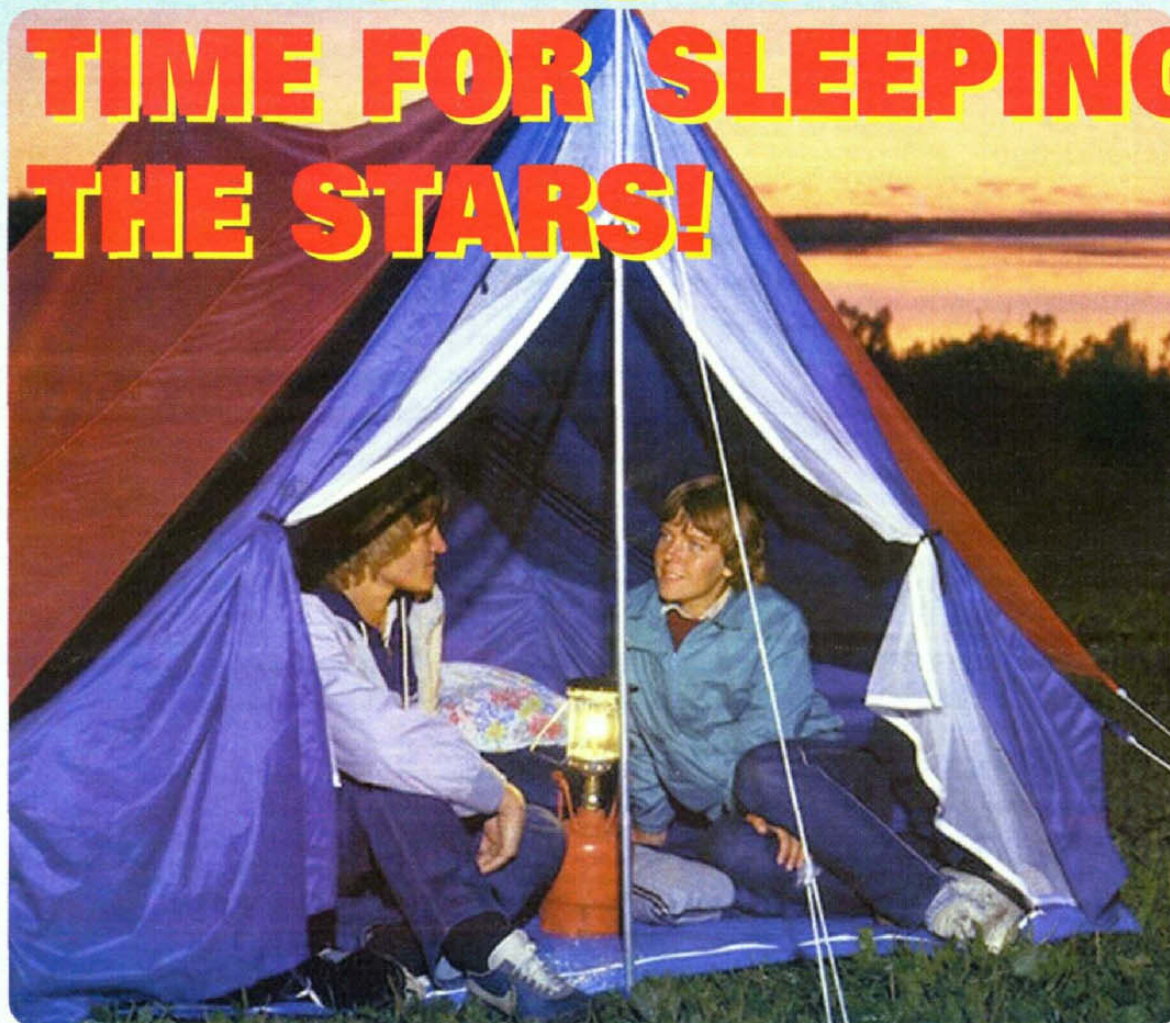
Remember Ashley Cole who had an accident on his Dad's motorbike - well we are pleased to report he's getting a lot better even though he has had to have two operations. Take it carefully Ashley!

Paul Kitching has been keeping the Gang amused with all his drawings. We liked your Titanic picture. That reminds us! If you are doing projects about ships or read something interesting then LET US KNOW, we want to hear it from you!

Hello to Charlotte Hook and thanks for your letter! Captain Plank wants to know if you are any relation to Captain Hook?????!!!!!!

Well that's all from the Gang - write soon!

IT'S SUMMER! TIME FOR SLEEPING UNDER THE STARS!



clothes to wear - it gets cold outside even in summer and you'll need a warm bed, either a sleeping bag or a cosy duvet! It's pretty hard on the ground so you'll need either a sleeping mat, or perhaps an inflatable bed.

Gather everything together and head outdoors! Don't forget there's no TV so you'll need to take something to read or play. Set up your tent, store everything inside and enjoy the open air!

JACK AND SUSIE'S WARNING:

Always tell an adult where you are going; don't go camping on your own, even in the garden; check with an adult that it's safe to be outside before you put up the tent.



Summer is a great time for sleeping out in the fresh air! There's nothing quite like it.

Camping is great fun, and these days there are some amazing tents around. There are small round ones and giant colourful tents with little separate bedrooms and a proper cooker!

If you can't persuade your Mum and Dad to go on a camping holiday why not make a camp of your own in the garden!

If you want to spend the night outdoors then you really will need a tent. Many of the high street stores have 2 person tents for around £20 so you need to save up or perhaps ask for one as a birthday present. The

pop-up tents are good as they don't need much time or space to put them up.

Camping is all about being prepared. Even if you're camping in the garden you should try not to go back in the house once you've set up camp (except if you need the loo!) This means you need something to eat, something to drink, a torch to see, warm



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Send your completed entry to:

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Name: Age:

Address:

Postcode:

Closing Date for entries: 7th September 2001

The Editors decision is final. Employees and relatives of Navy News are ineligible to enter.

GLORIA GREENFINGERS REPORTS...

Captain Plank's friend Gloria Greenfingers is very good at gardening. Susie and Jack have decided to create a garden in the harbour where Captain Plank moors his ship.

Both Susie and Jack are studying wildlife in their lessons and they want to make sure their garden will attract lots of wildlife.

Gloria told them about a brilliant organisation that will help them. It's called the HDRA Organic Network for Schools. Technocat let them use the internet and Susie found lots of information at

www.hdra.co.uk

Here's some useful tips on attracting wildlife into your garden:

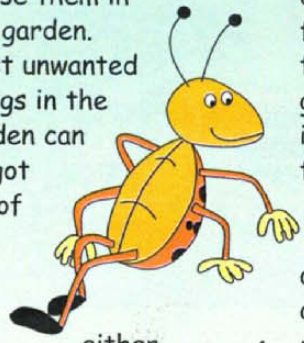
1. **Stop using garden chemicals** - chemicals harm useful creatures like worms and
2. **Plant Native Plants** - this means using plants that have always been around in this country. They are easy to grow and the wildlife are used to them so like visiting the gardens they are in.
3. **Use plants that wildlife really like!** - you can attract butterflies, bees and

hedgehogs so try not to use them in the garden. Most unwanted things in the garden can be got rid of by

either careful planting or some good old-fashioned weeding!

4. **How about some water!** - a pond is really cool for attracting all sorts of wildlife but not everyone's garden is big enough. But you could buy a large round pot and fill it with water and some water loving plants - you'll soon have your own mini water-garden!

5. **Use plants that wildlife really like!** - you can attract butterflies, bees and



hoverflies by encouraging lots of flowers, they make the garden look great too! Once the insects come then the birds will come too. Buddleia and poached eggs plants are good for this and very pretty.

4. **How about some water!** - a pond is really cool for attracting all sorts of wildlife but not everyone's garden is big enough. But you could buy a large round pot and fill it with water and some water loving plants - you'll soon have your own mini water-garden!

Gloria says **GOOD LUCK WITH YOUR SUMMER GARDENING** - Don't forget to send her some photos of your garden!

ALL AT SEA

Captain Plank and the crew are really looking forward to some very exciting things happening at sea in the next few months.

Do you remember last year we told you about the **Times Clipper 2000 race** - eight identical 60ft (over 18m) boats racing round the world and visiting some very exotic places. The yachts are all named after cities or islands - **Portsmouth, Plymouth, Bristol, Leeds, Glasgow, Liverpool, London and Jersey**. Well, the race will finish in Portsmouth on September 21. Susie and Jack will be there to cheer the boats home! Why don't you choose a yacht now and follow them home? You can find out more by logging on to www.clipper-ventures.com

As the volunteer crews come home on the Clipper yachts a very different kind of round the world race starts from Southampton. This

is called the **Volvo Ocean Race**. This is a race for top professional yachtsmen and women. They will travel 32,700 miles around the world as fast as they can. The teams come from all over the world, from Sweden, Norway, Germany, Finland and Italy, Australia and Bermuda. If you want to learn more about the race and the conditions that the crews will face. Check out a special web site which is being set up for young people, log on to

www.volvooceanadventure.org

You could ask your teachers if they would like to get your school involved in following the race.

Back in the UK, some very old and beautiful yachts will be racing off

the South Coast at the end of August. You may have heard of the **America's Cup** - an exciting duel between the most up to date and expensive racing yachts in the world. It all began in the Solent in 1851 when a yacht from the USA challenged British yachts to a race around the Isle of Wight. The yacht, "the America" beat the British boats and won the 100 Guinea Cup. The cup was raced for again and again by challengers from countries around the world and became known as the America's Cup. It is currently held by New Zealand.

To celebrate the 150th anniversary of the first race some of the finest old yachts will race against each other again. Look out for more info on the TV and radio and on the web site

www.americascupjubilee.co.uk

Captain Plank is going aboard some of the yachts so look out for more news soon!

Birthday Congratulations!

Jamie Abbott	Sarah Hamilton	Frazer Rickard
William Adams	Rhys Hannon	James Roberts
Benjamin Alaimo	Sean Harkett	Matthew Robinson
Reece Alcock	Sean Hayton	Rebecca Rush
Thomas Andrews	Shaun Hearn	Carly Salter
Claire Aspin	Daniel Hethrington	Sarah Sampson
Misha Bell	Alex Hopkins	Lee Samuels
Simone Bennett	Jack Hort	Jodie Savory
Sophie Beverley	John Hughes	William Short
Mitchell Birch	Harry Jarvis	Robert Simmons
Sam Blount	James King	Gemma Simpson
Christie Bridgeman	Emma Lampert	Oliver Simpson
Lauren Bridgeman	Joshua Lawrence	Leigh Smith
Ben Broadmore	Antony Lawson	Philip Smith
Zoe Brown	Sarah Liff	Jack Southall
Nathan Bunyan	Micky Locke	George Southern
Joseph Burford	Stephen Mann	Emma Spruce
Sam Butt	Aaron Martin	Connie Squibb
Maisie Carscadden	Bradley Mason	Harry Stileman
Jonathan Casper	Francesca Mason	Paul Sutcliffe
Rosie Channon	Daniel Mills	Gemma Taylor
Scott Clark	Scarlett Monet	Christopher Temple-Murray
Christopher Clayton	Sweeney	Gary Thompson
Amy Clift	Lewis Moore	Magnus Thompson
Tara Colwell	Ashley Morey	Tommy Tipton
Lewis Convey	William Morton	Nicole Walters
Luke Copsey	Phillip Murphy	Richard Wardle
Natalie Crook	Sian Nevatte	Natalie Warne
Michael Cullip	Lauren Niemand	Matthew Whale
Jamie Davies	Tristan O'Keefe	Andrew Whapshott
Thomas Davis	Luke Orchard	Jonathan Wheatcroft
Lee Dawes	Tara Osborne	Sophie Wheatcroft
Connor Doherty	Alicia Palmer	Jessica Wheeler
Dean Dowdall	Marco Palumbo	James Whittingham
Thomas Duell	Joseph Parkin	Michael Wilkes
Thomas Dyson	Karl Partridge	Alexander Williams
David Eldridge	Paul Patrick	Sophie Williams
Sean Faulkner	Adam Peers	Daryl Williamson
Joshua Forth	Candace Phillips	Bryce Wilson
Matthew Foxcroft	Adam Pitts	Katie Wingrove
Liam Frost	Krystina Preston	Ellen Wishart
Mitchell Gibbs	Rebecca Ready	Paul Wishart
Kerry Goddard	Emma Reid	Sean Wolfendale
Lauren Gould	Corinna Richardson	Hannah Wood
James Gowen	Laura Richardson	
Jennifer Hall		

WATCH OUT!

Technocat has been on the look out for some good things to watch in the holidays.



Warner Home Videos WIN!



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Closing Date For Entries: 7th September 2001



FINDING DAD A DATE BECOMES AN ADVENTURE
On general release from 30th July 2001, Price £12.99

Have you ever read any of Gerald Durrell's books? They're all about his adventures and work with animals. Now there is a brand new animation series based on his book "The Fantastic Flying Journey". It's being shown now on Children's ITV.

Technocat has seen a sneak preview and it looks good - watch out for the evil Lucretia Moore!

The GANG PLANK Club

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Sea Cadets



We are sailing – and skiing, too

BRISTOL'S TS Adventure joined up with their counterparts at Swansea, TS Ajax, for an exhilarating week at the Camber Sailing Centre, Devonport.

Hospitality at HMS Drake was "absolutely splendid", reports Lt F. R. Marsh, with ice skating, ten pin bowling, Quasar shooting and dry slope skiing laid on in the evenings.

The sailing was particularly good for four Adventure cadets, who were selected to join the SCC Training Ship Royalist last month.

● **NOT JUST PLAIN SAILING:** L/C Martin Young leads the way to the dry ski slopes.



Colditz Award for Arbroath's high standard

ARBROATH has won the National Colditz Award – as the unit that has done most to help members of its community in the past year.

Guide to The International Festival of the Sea

The News, Portsmouth is producing a 40 page, full colour souvenir guide to this unique event being held at the home of the Royal Navy

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The News

The framed certificate and cash prize of £300 is donated by the Colditz Association. The money will be spent on a project to further Sea Cadet training.

Unit Chairman Ross Cargill received the award from the Commodore Sea Cadets, Cdre Roger Parker – and later a further cheque for £1,000 from the local old folks bingo club.

Cdre Parker inspected the well turned out Guard and quoted from the Colditz Award citation:

"One of the highest forms of human endeavour consists of service to others. Remembering the vital importance of this ideal while prisoners-of-war in Colditz Castle, and believing that community service is an invaluable element of youth training... 'You cannot choose your battlefields – the Gods do that for you. But you can plant your standard where a standard never flew.'"

The TS Arbroath band carried out a display for the Commodore and guests including the Provost of Angus, Mrs Francis Duncan.

NATIONAL DRILL AND PIPING



REPRESENTING the Southern Area at the National Drill and Piping Competition, Worthing Unit (pictured above) came away with the Best Dressed laurels, while L/C Emma Bailey was Best Squad Commander.

Results in full from the event at HMS

Excellent:

Unarmed Squad – 1, South West; 2, London; 3, Southern;

4, North West; 5, Northern; 6, Eastern.

Unarmed Squad Commander – 1, Southern; 2, South West;

3, London; 4, Northern; 5, North West; 6, Eastern.

Unarmed Squad – Best Dressed – 1, Southern; 2, South West; 3, Northern; 4, London; 5, North West; 6, Eastern.

Armed Guard – 1, South West; 2, Southern; 3, London; 4,

Eastern; 5, Northern; 6, North West.

Armed Guard Commander – 1, South West; 2, London; 3,

Southern; 4, Eastern; 5, Northern; 6, North West.

Armed Guard – Best Dressed – 1, Southern; 2, South West;

3, Eastern; 4, London; 5, Northern; 6, North West.

Marine Cadet Guard – 1, Southern; 2, South West; 3,

London; 4, North West; 5, Eastern.

Marine Cadet Guard Commander – 1, Southern; 2, South West;

3, London; 4, North West; 5, Eastern.

Marine Cadet Squad – Best Dressed – 1, Southern; 2,

London; 3, South West; 4, North West; 5, Eastern.

PIPING RESULTS

Team Piping – 1, South West; 2, Eastern; 3, Southern; 4,

Northern; 5, London; 6, North West.

Individual Piping – 1, PO O. Terry (Southern); 2, A/C S.

Melvin (Northern); 3, A/C M. Shuttleworth (South West).

Band on the run at Milford



RHONDDA and Milford Haven Units' bands got together to play at Castle Martin's Forces Day in aid of SSAFA Forces Help – where the centre piece of the show was a Royal Navy Lynx helicopter.

Both bands are long-established and both suffer from the same problem – they desperately need new instruments and they haven't got the money to pay for them.

They work particularly hard on Forces Day, because it is also Milford Haven's Civic Founders Day, and they play in the parade for that, too – so there is a mad rush between the two venues.

● The combined band of Rhondda and Milford Haven was this year led by L/C Deri Cashell (right).

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Sea Cadets



THE SEA Cadets have accepted a challenge to tie the longest ever length of rope – in just five minutes!

The attempt will take place at the annual Sea Cadet Combined Regatta at Edgbaston Reservoir on September 1. Using reef knots only, some 650 Cadets will combine to tie as many one metre lengths of rope together before the clock stops. If they succeed, they will set a Guinness world record.

Meanwhile units up and down the country are busy raising funds by gaining sponsorship of the rope at £2 per metre. Some 222 units are already taking part, frantically organising events and approaching local companies and the public in general to sponsor their efforts.

Ashington unit in Northumberland ran a 'Get Knotting' competition for parents and visitors, with members of Wansbeck Royal Naval Association and Ashington Lions pitting their talents against the cadets.

And the Royal Command has come from the Duke of York, Admiral of the SCC: "The Sea Cadet Corps has a wonderful opportunity to raise its national profile in an unprecedented manner through the simple idea of 'Get Knotting'. The idea is to bring the Sea Cadet Corps together in a way it has never achieved in the past and to raise much needed funds for individual units and nationally."

It costs £1,000 a year to provide the necessary funding for each cadet. If you would like to make a donation to your local unit or to the Get Knotting Challenge as a whole, contact Janet Picton or Lucy Hudson on 020 7928 8978 or e-mail schq@sea-cadets.org

● **Aberystwyth unit** cadets were photographed "all tied up" in their local Cambrian News. Cadets Stacey Davies, Jack Mleczek and Ffion Slack prepare for the record-breaking rope trick.



DUKE TELLS 'EM – 'GET KNOTTING!'

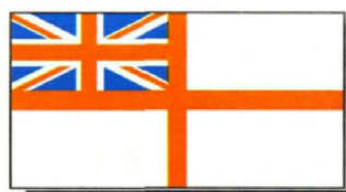


Kelly remembered, 60 years on

CADETS from TS Kelly and TS Mountbatten turned out in style to mark the 60th anniversary of the sinking of HMS Kelly, the destroyer commanded by Lord Louis Mountbatten.

His daughter, Countess Mountbatten of Burma, who is patron of the Kelly Reunion Association, inspected the cadets from Hebburn, Chester-le-Street and Jarrow units, accompanied by the Mayor and Mayoress of South Tyneside.

The Remembrance Service at Hebburn – where HMS Kelly was built – was attended by hundreds of people. Cadets later stood by the Kelly grave while wreaths were laid at a private ceremony at Hebburn cemetery.



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Fax 020 7357 6298
office@whiteensign.co.uk
www.whiteensign.co.uk

The Association is generously sponsored by benefactors including the Gosling Foundation which sponsors the 'gangplank' page

Torpoint's taste of freedom

HMS RALEIGH, the Royal Navy's new entry training establishment has exercised its right to march through the town of Torpoint, the greatest honour a town or city can bestow upon any Naval establishment or ship.

The parade formed at Carbeille Junior School prior to marching through the town led by Raleigh's Executive Officer, Cdr David Knight.

The salute was taken in Cambridge Field by the Mayor, Cllr Stan Martin, accompanied by the Commodore HMS

Raleigh, Commodore Laurie Brokenshire – and again on completion as the parade marched back to the Comrades' Club.

Commodore Brockenshire later commented on the event, saying it marked "the very strong links and community spirit that grow ever stronger between HMS Raleigh and Torpoint."

HMS Raleigh was granted the Freedom of Torpoint in 1997.

● **FREEDOM MARCH: HMS Raleigh personnel parade through Torpoint.**



● Vice Admiral Jorge Swett, Chief of the Chilean Naval Staff, is welcomed on board HMS Chatham for a 'Thursday War' off Devonport.

Chilean Navy Chief at war with Chatham

VICE Admiral Jorge Swett, Chief of Naval Staff of the Chilean Navy, took a look at Flag Officer Sea Training's organisation at work at Devonport, including a 'Thursday War' on board HMS Chatham.

Rear Admiral Alexander Backus set out the training programmes available to foreign units and how, under Fleet First, the Royal Navy had adopted 'cradle to grave' training.

After leaving HMS Chatham, the Chilean CNS was shown the DISTEX site and its disaster relief facilities, including the Light Rescue Unit.

Vice Admiral Swett said he was impressed by what he had seen and was keen to re-establish sending a Chilean ship to FOST for training.

Quarterdeck awash after taking on 500 Rangers

THE NEWS that American war veterans have paid tribute to their rescuers in a Royal Navy frigate during World War II (July issue) brought back vivid memories for one of the sailors on board the British frigate HMS Spey.

Soldiers of the 2nd Battalion of the 39th Infantry Regiment were heading for Algiers when their transport ship, the USS Thomas Stone, was torpedoed by an enemy submarine about 150 miles off North Africa on November 7, 1942, badly damaging the hull, propeller and rudder.

HMS Spey stood by as some of the troops took to their landing craft, but the seas proved too heavy, as Alec Wingrave – the leading cook on board – recalled.

Now 81, Alec told *Navy News*: "We had a crew of 168 on the Spey – and as the sea got choppy the Americans had to leave the landing craft and come on board, so we had about 500 of them. We sank their landing craft before we went on."

"The ship was so heavy, and we were so low in the water, that the quarterdeck was actually awash, and we had to batten the quarterdeck hatches shut."

"I couldn't do any cooking – all I did was provide boiling water for their iron rations."

"It was lucky, really – I had had a pipe fitted from the engine room into the back of the galley. Before that we had hot water, but now I could get boilingwater in two min-

utes, and that kept the Yanks going. They were lying everywhere. We went to action stations twice when we picked up pings, and their officers told us not to worry about them – just run over them."

"I seem to remember they were Rangers – like commandos. They were armed to the teeth, and I remember they had daggers with knuckledusters on."

As they approached Algiers, Alec recalls the fort started bombarding them.

"We sent a message to Warspite, and they dropped about four 15in shells into the fort, and up went the white flag," Alec said.

The troops went ashore and joined the advance, and by the time Spey returned with another convoy some weeks later, their former passengers had fought their way well into the hinterlands, and the ship didn't see them again.

Meanwhile the Thomas Stone had been brought safely in on November 11 by the destroyers HMS Wishart and Velox and the rescue tug St Day, and the rest of her troops and equipment joined the advance.

As for Alec, the seem-submersible experience in the Spey obviously had a significant effect, as he transferred to the Submarine Service in January 1943, leaving the Service ten years later.



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Motoring with Glynn Williams



Air of mystery surrounds this sporty Galant

SPORTY estates are catching on fast these days, 35 years after Aston Martin produced a handful of smart numbers – sorry, shooting brakes – based on the DB5.



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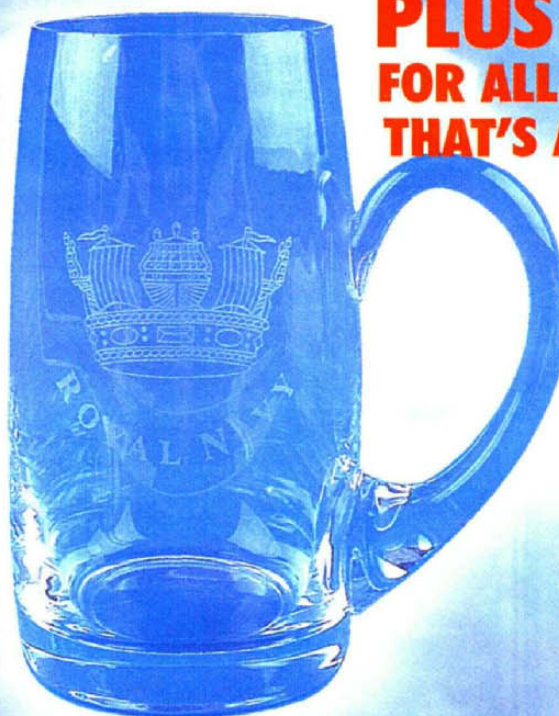


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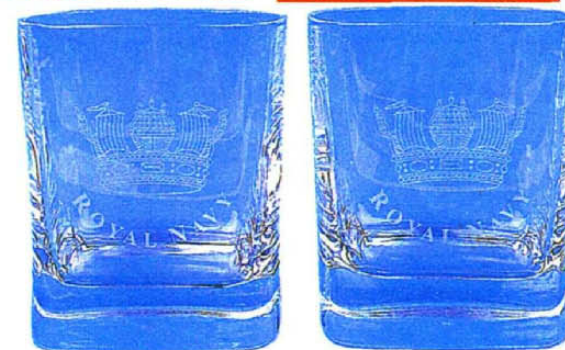
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REVEALED — THE MAN WHO MADE NELSON LOSE HIS TOUCH

TWO hundred years ago, in August 1801, Nelson suffered a bloody defeat at the hands of the French at Boulogne. In the latest of his articles to mark the Nelson Decade, *Colin White* of the Royal Naval Museum gives the background to this little-known incident in the great man's career.

IN JULY 1801 Nelson returned home from the Baltic exhausted after a long and demanding campaign following the Battle of Copenhagen. He was hoping to be allowed to rest and recover his health. Instead, within weeks he was at sea again: this time fighting the French in the Channel.

He found Britain in the grips of an invasion scare. Rumours were flying around about French troops massed in Boulogne and the neighbouring ports, ready to cross the Channel.

We now know that these threats were largely a bluff by Napoleon Bonaparte, designed to bring Britain, his last remaining major opponent, to the negotiating table. But, at the time, the British took the threat very seriously. Even the First Lord of the Admiralty, the veteran Lord St Vincent, was convinced by the intelligence reports. He decided to deal with the threat by creating a new, unified and mobile force of small vessels, with the sole purpose of "frustrating the enemy's designs".

And, in what was clearly meant as a public relations exercise — to show the French that he meant business and to calm fears at home — he gave command of this new force to the Victor of the Nile and Copenhagen. Nelson was ordered first to make arrangements for defending the mouth of the Thames and then to find a way of destroying the enemy's flotilla.

Nelson arrived at Deal on July 29 and hoisted his flag in HMS Medusa, a fine new 32-gun frigate. Three days later he appeared off Boulogne where he found that the French admiral, Latouche Tréville, had moored a line of small ships outside the harbour to defend the approaches. On August 4 Nelson ordered his bomb vessels to shell these ships and a major bombardment ensued — without much effect.

But Nelson had now seen for himself that the feared invasion was not going to come from Boulogne and so he set off on a tour of his command, trying to discover where the invasion army was based. A reconnaissance of Ostend and Blankenberg revealed that there were only 60 or 70 boats in the ports — scarcely enough to transport 3,000 men. "Where, my dear Lord," Nelson asked St Vincent, "is our invasion to come from?"

Even so, characteristically, he was looking for a target at which to launch a major offensive blow: "to crush the enemy at home", as he put it. So, eventually, almost by process of elimination, the idea grew of a full-scale attack on the French flotilla defending Boulogne.

Arriving back in the Downs on August 13, Nelson issued a string of orders. He envisaged a concentrated attack on the French line by four divisions of ships' boats, with a fifth division of boats fitted with 8in howitzers to give covering fire. Two boats in each division were equipped with stout hook-ropes and axes so that they could cut the anchor cables of the enemy vessels and take them in tow.

The detailed orders for this ambitious attack have recently been discovered in the Admiralty Library at the Royal Naval Museum. They contradict the suggestion made in some Nelson biographies that the attack on Boulogne on August 15 failed because of lack of preparation. On the contrary, it is now clear that, as always, Nelson planned the operation with meticulous care.

Beaten at Boulogne: not what England expected

However, on this occasion he was opposed by a well-trained and highly-motivated force, commanded by an officer who matched him in professional skill. Latouche was one of France's most experienced admirals and, guessing that Nelson would return for a second try, he made careful preparations to receive him.

He strengthened his defensive line, securing his ships firmly to each other. He knew that, at the Battle of the Nile, Nelson had achieved his crushing victory by attacking the French line of battle on both sides and he was determined to prevent this happening again. So he also placed two boats at the head and tail of his line, moored at right angles to their comrades. Finally, he stationed watch-boats to give advance warning of an attack and he made sure his men were constantly alert and ready at their posts.

As a result, the British attack went disastrously wrong from the outset. Latouche's advance forces gave the alarm as soon as the first boats were sighted and the attackers were overwhelmed by heavy fire. Moreover, the four British divisions became separated in the dark, and some of them were held up by a strong tide, so that they did not arrive in one concentrated wave, as planned.

As a result, the French were able to deal with the divisions one by one and the attack was repulsed with heavy loss: 45 killed and 128 wounded. Among the latter was Nelson's young aide-de-camp and a particular favourite of his, Capt Edward Parker, whose thigh was shattered.

It was a humiliating defeat: one of the most serious Nelson suffered in his long career, especially in terms of its effect on morale. In public, he tried to explain his failure by claiming, rather fancifully, that the French had chained their vessels to the seabed. In private, however, he admitted that his plans had not been properly carried out and he worried that the battle might have been more successful if he had led the attack in person.

A few weeks after the battle the British government opened peace



Admiral Louis de Latouche Tréville (1745-1804) was one of the most effective French admirals of the Napoleonic period. Born into an old naval family he entered the French Navy young, and distinguished himself in a number of actions.

However, when the Revolution came, his royalist background told against him and he was left unemployed, and was at times even in danger of his life. He was finally recalled to service after Napoleon Bonaparte seized power in November 1799.

Latouche was directly opposed to Nelson twice in his career: once in 1801 when he beat him at Boulogne and then again in 1804 when he took command of the French Mediterranean Fleet, which Nelson was blockading in Toulon. Latouche kept his forces trained and in a good state of morale by making regular, teasing sorties, and on one occasion there was nearly a pitched battle.

Latouche's official account made it sound as if Nelson had run away — a claim that so angered Nelson that he vowed he would make Latouche eat his letter if he ever captured him. Shortly afterwards, however, Latouche died of natural causes on board his flagship.

One of his officers wrote later: "He possessed a superior will, capable of transforming men and of dominating events." It is fascinating to speculate what might have happened had he lived to command the Franco-Spanish fleet at Trafalgar.

negotiations with France: Napoleon's bluff had succeeded. As soon as Nelson got wind of this, in early September, he began asking to be relieved of his command. His health was beginning to give way again and he was depressed by the long drawn out sufferings of Edward Parker, whom he regarded almost as a son. Eventually, after bravely enduring the agonies of amputation, Parker died on September 27 and at his funeral in the burial ground of St George's Church, Deal, a distressed Nelson was seen leaning against a tree, weeping inconsolably.

In the great roll-call of Nelson's battles, Boulogne hardly ever gets a mention. But, as the Nelson Decade heads towards its great climax in 2005, it is right that we should pause to remember that he was not infallible. And, in the spirit of international friendship in which the Decade is being commemorated, it is also right that we should take the opportunity to pay tribute to the one Frenchman who could claim that he had beaten Nelson — Admiral Louis de Latouche Tréville.



Bright flag for Black Duke

WHEN HMS Monmouth told her affiliates at her namesake town that she was lacking a RAS flag (denoting a Replenishment at Sea operation), local company Robert Price Builders Merchants — who sponsor the Welsh Cup winning rugby side Newport RFC — quickly came to the fore.

And later, when the Type 23 frigate squeezed into Alexandra Docks, Newport for her first visit in two years, her Commanding Officer Cdr Tim Stockings was presented with a superb example of the genre — seen here being raised by Robert Price Director Tessa Pike.



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Football squads turn to RN staff

FIRST Division football contenders Portsmouth have signed a five-year deal with a Royal Navy establishment to help their push for Premier League status.

Pompey – which has always enjoyed close links with the Navy – has leased football pitches at HMS Collingwood, Fareham, for training and match purposes.

Players and officials have already been to the establishment to familiarise themselves with the facilities, which have been made available through Flagship Training Ltd.

This has only been made possible through the unique partnering arrangement between the Royal Navy and Flagship Training Ltd.

The deal will also allow the club to use the pavilion, which is being refurbished, as well as Collingwood's all-weather pitch, swimming pool, gym and weights rooms.

Under the arrangement, players will meet after training each day for meals at the base, and younger players, on football scholarships, could be educated at Collingwood, which is a training establishment.

Pompey will have access every day of the week, and matches featuring the club's youth and School of Excellence squads will be played on the base's pitches, mainly at weekends.

Local builder and staunch Pompey fan Bill Richardson, of Richardsons of Nyewood, is undertaking the refurbishment work necessary.

The club said that this is the first stage of plans which is hoped will eventually result in a purpose-built training centre, to academy status, in the area.

Portsmouth Football Club, announcing the arrangement, said: "The club welcomes this partnership with Flagship Training Ltd and is grateful for their assistance and co-operation in making this deal possible."

"This continues the long and happy close association that the club has enjoyed with the Royal Navy for very many years, in very many ways."

■ CPO Martin Pollard – the coach of the Plymouth Command football team – has organised a training programme at HMS Drake to prepare the players of Birmingham Football Club for the new season.

Their manager, Trevor Francis, was born in Plymouth, and this is the fourth year the Blues have trained with the RN in the West Country.

"The training here gives us plenty of variety. We could run round the training ground at Birmingham, but this is something different, and it's the variety the players appreciate," Mr Francis said.



● The Royal Navy takes the game to BARLA in the Scottish Courage Cup.

First win for ladies

THE CRY of 'Owzat!' came from the entire Royal Navy women's cricket team as they reached their target and notched up their first ever victory in the first match of the season.

A trio of bowlers – MA Emma Boswell, CH Ursula Ball and S/Lt Laura Dodd – limited Singleton Ladies to 150.

A crucial unbeaten 50 by Lt Charlie Atkinson helped see the Navy home.

The spring in the step was still there when the women travelled to the new home of Hampshire CCC, to face the county Select XI.

The county side were quickly into their stride, and despite sterling efforts by Lt Charlie Bull, the total of 279 was always going to be difficult.

Survival against such quality opponents was just as useful a yardstick at this stage of the team's development, and the fact that they still occupied the crease at the end of their 50 overs was evidence of progress.

The team faces another stiff test against the MCC Ladies XI at Burnaby Road on August 5 from 11.30 in a declaration match.

Army and RAF put to sword

NAVY fencers put the opposition to the sword in the inter-Services fencing championships, with LAEM Mark Needham and Lt Cdr Maggie Myers RNR winning their respective Dismounted Champion at Arms titles.

Both had to battle hard, with the Army and RAF fielding large teams, but when the dust had settled at HMS Temeraire it was the hosts who had taken the laurels for the best individual result across three weapons.

Another strong performance by

the RN saw Lt Cdr Myers (HMS Vivid) take the ladies' foil, and just lose out to S/Lt Sacha Brooks RNR in the ladies' epee final.

Mark Needham took second in the men's sabre, with a further three RN fencers in the top seven.

The fledgling HMS Sultan Dream Team (Lt Cdr Dickie Barton, Lt Rob Lutman, Lt Ian Dry, Lt Duncan McClement, Lt Mark Williams and LWTR Cate McGillen), set up seven months ago, won the inter-Unit team prize.

The signs of success had been

visible in the RN championships a fortnight earlier, when Needham bagged a hat-trick in the three weapons, while Lt Cdr Al Richter and Lt Cdr Barton both took silver and a bronze.

AEA Ruth Leatherbarrow took the best novices medal in the ladies' sabre.

Sultan took the inter-Unit competition, while Portsmouth Command, heavily loaded with Sultan swordsmen, won the inter-Command event.

In the ladies' event, a tense showdown for silver in the epee between Lt Cdr Myers and S/Lt Brooks (HMS Flying Fox), who had one gold each, went the way of the junior officer, who took the Champion at Arms title. LWTR McGillen took epee gold.

Future fixtures, before the main programme in the spring, include the RAF One-Hit Epee in September and the RN Knock-Out in November, while the annual friendly against the Channel Island club Sarnia is in October.

For more information on the sport contact Lt Cdr Mike Barton (93843 2329).

Surfing course is a success

EXCELLENT conditions allowed 32 Naval Service personnel and their families to really benefit from a beginners/intermediate surf weekend at Sennen Cove in Cornwall.

Organised by the RN/RM Boardriders, the group enjoyed four two-hour surf sessions over the weekend under the watchful eye of the club's experienced instructors. On completion of Saturday's

business, the attendees enjoyed a barbecue at the campsite where most were staying.

The weekends are going from strength-to-strength – this was the most successful to date – and another has been organised for the weekend of October 6/7.

For further details, contact Lt Cdr Colin Pryde (Culdrose ext 7109) or Cpl Warren Keays-Smith on Chivenor ext 7381.

Martial arts team causes a commotion

A ROYAL Navy/Royal Marines martial arts team caused quite a stir at the inter-Service championships – just by turning up.

The Navy had made its debut in 2000, and the team was little-prepared for what faced them, despite putting up a good fight. Shortly after that, the Navy's Martial Arts Association was officially formed, and it was decided that 2001 would be a different story.

Having warmed up at the Millennium Challenge – a Navy championship, organised by LPT Taff Davies, run on the same lines as the inter-Services and attended by 38 practitioners – and put in two days of intense training, the squad was ready for the main event.

45 Cdo RM Condor provided a seniors grade ka te team, which came third on a tie-break, while MID Shoni Grant took second in the Taekwondo coloured belt competition.

In individual competitions, Lt Stubbs (Yeovilton) and OM Birking (HMS Sceptre) fought their way to the quarter-finals of the coloured-belt Kumite and PO Flint took second in the Taekwondo coloured-belt contest, while in the black-belt event, Lt Clark (RM Stonehouse) reached the semi-finals, and Mne Lister (42 Cdo), despite not training or sparring for a number of years, won his competition.

In the team events, the Karate Black Belts came second, the Taekwondo came third – and the RN/RM Taekwondo Black Belts took the title Inter-Services Champions 2001.

Next year's event will be hosted by the RN/RM and anyone who wishes to join the association should contact Lt Gary Stubbs (93510 6707) or CPO 'Chris' Cross (9375 67838).

Soccer coach is aiming high

THE NAVY'S football manager has been putting coaching training into practice in the Gulf.

CC(WEA) Steve Johnson, who is taking a UEFA coaching qualification through the National Sports Centre at Lilleshall, was on deployment with HMS Lancaster, and used his time during port visits to train local youngsters.

The 38-year-old defender – the Navy's most capped player with 215 games and 50 goals in his days as a striker – said he found himself beside former professional players at Lilleshall, but his ability to communicate more than compensated for lack of top-flight experience.

Steve has already spent a week helping Peter Reid at his hometown club, Sunderland, and hopes to take his chances in the professional game when he leaves the Service.

Champion takes it on last green

AFTER coming close on a number of occasions, Lt Cdr Darryl Whitehead (771 NAS) became Navy golf champion following a final-green drama befitting a Hollywood film, writes Cdr Gary Skinnis.

The championships, at Bruntsfield Golf Links on the outskirts of Edinburgh, had a new format, combining the matchplay and strokeplay championships in one week's golf – a pattern which is likely to be continued.

Whitehead set out his stall from the start with an impressive three-under-par 68 in the first round – the low round of the event.

Navy captain Lt Guy Norris (819 NAS) and Lt Terry Taylor (RNAS Culdrose) were still in the running after two rounds, but Cdr Ian Yuill

(DNPCP), a veteran of over 100 Navy caps, was the main threat.

Playing some of his best golf for years, Yuill produced rounds of 70 and 72, to trail by two at the half-way mark.

With both Norris and Taylor slipping, Yuill produced a good third round of 73, drawing level with Whitehead.

But Whitehead gained the upper hand over the closing holes, and stood on the 18th tee two shots better off, with four to spare over Norris, who was in the clubhouse in third place.

An uncharacteristic hook off the tee saw Whitehead's ball finish under a bush, from where he could only play it back on to the fairway off his knees.

Yuill hit the green with his second, and when his putt dropped for a spec-

tacular birdie, Whitehead had to hole an 18-footer or enter a play-off.

With a sizeable gallery watching, his nerve held and the ball was put away, sealing a winning score of 289, the lowest ever for the 72-hole event.

Nine players broke the 300 barrier, an indication of the rise in standards within Navy golf – and terrific news for the selectors pondering over permutations for the inter-Services team.

The inter-Command strokeplay championship was just as close, with favourites Naval Air Command just managing to hold off the Royal Marines by two shots over 18 counting rounds.

The other favourites were Fleet, led by WO Trevor Sharp (FOSF), but having failed to produce the goods in the strokeplay event, they made amends in the matchplay championship with five

wins from five matches, notching their first ever win in this event.

The following week a weakened Navy team was beaten 11-4 by a strong Dorset in an annual match at Broadstone.

The season is drawing to its climax in the shape of the inter-Service championships. The ladies play at Cumberwell Park, Wiltshire, on September 2-5, and the men defend their title at Fulford, York, on September 16-20.

The upsurge in Navy golf will be helped and supported by a recent and generous sponsorship deal. Portsmouth-based ship repairers Fleet Support Ltd has agreed to sponsor the teams for the remainder of the season, and the backing has already helped to support the successful Navy Championships Week.



● Cdr Nigel Overington, vice-chairman of the RN Golf Association, and Peter McIntosh, FSL managing director, tee off the sponsorship deal on the flight deck of Invincible.



Rider sets out to make up for his mistake

LRO CHRIS Scott, of HMS Grimsby, battled his way to 6th place overall in the Southern Motocross Championships at Elvetham. After building a substantial lead in race one, he crashed out on lap three and eventually re-mounted his Yamaha YZ400F to finish in 15th place. Determined to make up for the mistake in race one, he got an excellent start and held on to take first place.

A poor start in the third and final race saw him battle from the middle of the 30 riders to claw his way through the field to finish 3rd. The combined results over the three races was enough to take the 6th-place trophy.

LRO Scott said "I had built such a good lead in race one I should have eased off. I was just pushing too hard, but overall I'm happy with my performance".

The RN's other hope for the Championships, POSTD Robbie Robson (HMS York) was unable to race due to a crash sustained in a previous meeting which left him with a broken wrist and dislocated fingers.

Both riders have had a string of good results so far this season, and POSTD Robson is putting his enforced spare time to good use by compiling a newsletter for anyone interested in motocross, with the ultimate aim of establishing a RN Motocross club.

Anyone interested in motocross can contact POSTD Robbie Robson or LRO Chris Scott, or catch them most Wednesday evenings at the RN Motorcycle Club at HMS Sultan.

US Marines lose ... again

THE US Marines failed to end their losing streak in the series of road races against the Royal Navy – the latest being the Torbay Half Marathon in Devon.

Scoring was on the basis of the times of the best three men and the first woman home, and it was the Navy, led by Mne Brian Cole (45 Cdo) in 4th place, who packed better.

WO Steve Payne (RM Bickleigh) came 6th, Cpl Mark Goodridge (JHQ Northwood) 8th and WWTR Nicky Busby (JHQ Northwood) came 4th in her race.

Less than three minutes separated the British from the Americans, but it was the host team which celebrated – especially as the Navy also took the overall team competition.

Plymouth wane under floodlights

PLYMOUTH Command was one of four teams to represent the Royal Navy for the first time at the Akrotiri International Floodlit Rugby 10s in Cyprus.

The West Country team recorded wins against a locally-based Army side (44-0) and the RAF Odiham Eagles (22-0), but came unstuck against the 22nd Regt Welsh gunners (13-0).

Sadly, in the knock-out phase the Plymouth team were drawn against one of the favourites, the Fijian side that was the King's Own Royal Borderers, losing a gripping match 17-8.

Also representing the Navy were RN Scotland, 42 Cdo and the Royal Marines select.

Sport



Sean stuns his cycling rivals

A NAVY rider took the inter-Services ten-mile cycling time trial championship in the first show-down between the top Service riders for some time.

POPT Sean Childs (BRNC) (left), better known for his prowess in triathlons, stunned the other 80 or so riders by finishing in 21m 38s, which also brought him the RN title.

Other good times went to Capt Ian Houvenaghel RM (JSU Northwood), Lt Cdr Mark Fieldsend (FOSF) and CPO Chris Mullan (HMS Nottingham).

The next day saw the Army's top man – Scottish Commonwealth Games cyclist Duncan Urquhart – sweep to victory in the 25-mile event in 52m 47s. Sean Childs again took the

Navy title, finishing in 56m 24s despite taking a wrong turn.

Mark Fieldsend and CRS Trevor Blagg (JSU Northwood) recorded personal bests, and helped the Navy team to second place ahead of the RAF.

For more details on RN and RM cycling, contact Trevor Blagg on 9360 43508, or see the club website at www.btin-ternet.com/~navycycling



● LPT Steve Losh.

PTIs show the way on court

WELL-PREPARED grass courts and a bout of good weather helped make the Royal Navy tennis championships at Burnaby Road an absorbing competition.

It proved a good year for the PTIs, with Steve Losh and Jeannie Bone winning their respective singles contests and Dolly Gray joining Chris Slinger in winning the men's doubles.

WO Nikki Hudson partnered Surg Lt Jo Cooke to victory in the ladies' doubles – in what proved the closest final, the pair clinched the title in a third-set tie-break over Carolyn Crumplin and Di Lloyd.

The championships saw the final visit of American exchange officer Mike Wojick before he returns to the United States, and he takes two trophies with him after clinching the veterans' singles crown and pairing up with Jo Cooke to win the mixed doubles.

A number of new players caught the eye, with OM Matt Short (HMS Exeter) taking the men's plate and MID Olly Craven (HMS Nottingham) the juniors' trophy.

The teams now go to the inter-Services competition at Wimbledon before the ladies' tour to the Far East and the men travel down under to Australia.

Home team takes gun run

HOME advantage paid off in the Brickwoods Field Gun competition, with HMS Collingwood A taking the prestigious trophy.

Runners-up, just a fraction behind, were HMS Heron, with HMS Excellent third, followed by HM ships Caledonia, Seahawk and Collingwood B.

Other trophies went as follows: Plate 2 winners: **Sultan B**; Plate 1 winners: **Sultan A**; Best B Crew aggregate time: **Collingwood B**; Best aggregate time: **Collingwood A**; Least penalties: **Caledonia**; Fastest time: **Collingwood A** (competition record of 1m 18.8s); Best FAA crew: **Heron**.

Wave rulers

CHOPPY conditions brought the best from surf kayak and waveski contestants at the Navy championships in Cornwall.

S/Lt Charlie Briggs (BRNC) took the ladies' kayak, CPO Andy Vine (SM2) won the waveski, and OM Lee Singers (HMS Vengeance) won the kayak.

Stroll in the park for top triathletes



● OM Grant Fraser in action for the Navy in the Rundle Cup at Tidworth. Picture: LA(PHOT) Angie Pearce.

Prince leads RN to cup win

THE PRINCE of Wales captained the Royal Navy to victory in the annual polo match with the Army for the Rundle Cup at Tidworth.

Watched with a crowd of around 2,500, the Navy struck immediately from the throw-in with a goal from the Prince of Wales, though the Army swiftly equalised.

By half-time the Navy had edged into a 3-1 lead with goals from Lt

Cdr Andrew Aplin and Capt Richard Mason, but the game was still there for the taking.

The second half saw the Navy storm into an unassailable lead with some excellent team play and further goals by Aplin and Mason, who completed his hat-trick.

In the final chukker the Army scored a second, but the Navy's Royal captain struck back, setting up a seventh for OM Grant Fraser.

The Rundle Cup, sponsored by Humayun Mughal of Akhter Computers, was presented to the Prince by C-in-C Fleet, Admiral Sir Alan West.

The event also raised money for the British Forces Foundation charity and INSPIRE.

Lt Cdr Ian Annett played in a winning Combined Services team in the second match of the day against Eastern Circuit USA.

A RECORD 145 competitors, including defending men's champion Cpl Gary Gerrard, competed in the RN/RM Triathlon championships at HMS Raleigh.

In glorious weather, athletes like Gerrard – selected to represent Great Britain at the European Duathlon Championships – and POWWTR Vicki Norton, representing GB at the World Triathlon Championships, it was a stroll in the park.

But for the majority of the novice field it was a battle to overcome heat, the Cornish countryside and their own frailty.

Gerrard and Norton took the open titles, while Lt Bryce (BRNC) and POWRN Gannon (CINCFLEET) took the novice events.

If you want to know more about the sport, contact POPT Sean Childs at BRNC ext 7185.

Shrivenham boat to race in the Fastnet

A TRI-SERVICE entry in the 2001 Fastnet yacht race is gearing up for the big event with an eye on the inter-Services cup.

Exercise Ocean Cormorant will see a crew of 20 students and staff from the Joint Services Command and Staff College at Shrivenham compete in the 605-mile biennial race, due to start on August 12.

As well as military representatives, the crew will include a civil servant and a French naval officer. Their yacht is the leased 65ft Spirit of Minerva, which won the 1999 Millennium Round the World race.

The team hopes to raise £1,000 through sponsorship for the Fitzwarren School for special needs children in Wantage, and would still like to hear from sponsors.

For more details, contact Maj Charlie Sykes at Shrivenham, tel 01793 788085 or email fsykes@jscsc.org

Novice helps guide rally man to victory

ONE of the Navy's most successful rally drivers achieved a spectacular win in his first competition with the most powerful class of cars, writes Dominic Blake.

CPO Pete Hopkins became Network Q national tarmac champion in 1998, but he entered the big league when he traded his 1300cc Skoda Felicia for a 260 BHP Sierra Cosworth Turbo.

And in his debut drive at the ICM & Presto Print Stages at Avon Park, near Bournemouth, he won First in Class, despite the considerable handicap of a novice navigator from Navy News!

CPO Hopkins offered the co-drive to me as he prepared to enter the Cosworth in the RN Automobile Club Frostbite Rally at Predannack Airfield in Cornwall.

But the foot and mouth outbreak put paid to that plan and now Blake had to do the job

for real as the car negotiated chicanes, hairpins, narrows, merges and splits at well over 100mph.

Unforgiving tarmac and concrete surfaces at the venue began to take a heavy toll on the field of 90 cars, and the first-round withdrawals included some of the most experienced drivers and a World Rally competitor.

The Navy's other entry on the day, the fast but fragile 1600cc Ford Fiesta driven by WO Trevor Owen (JHC) with his son Martyn as navigator, found the conditions punishing.

The engineering skills of the RN support team, led by CPO Nick Fernandes of the Commando Helicopter Force, were vital in keeping both cars on the road.

Engineers LOM Buzz Honey, OM Matt Geldard and PCT Tristan Drew from HMS Dryad and LMEA Kevin Westbrook from HMS Sultan, had to replace a tracking control arm, two compression struts and an

alternator before the Fiesta was finally forced to retire in the fourth of eight stages.

Hopkins, meanwhile, was becoming increasingly confident in the four-wheel-drive Cosworth as the latest phase in his rally driving career literally took off – with forest suspension, the car was airborne on almost every stage.

As an aircraft controller in the Navy, CPO Hopkins has had some basic flying training. And he found that landing was still the tricky bit, obliging the support team to batter out several dents in the Sierra's steel sump guard as the car came back to earth with a bang.

By the end of the eighth and final stage, consistently good timings and the Cosworth's ability to survive the pounding when others failed or withdrew was enough

to secure victory in E Class and a highly respectable ranking overall.

CPO Hopkins said: "In the Skoda I could drive flat out all the way, win the class but still finish way down overall, behind the more powerful cars. That's why I bought the Sierra."

"This rally was really supposed to be a shakedown for the car, and I was aiming to finish in the top 30. We've done that, but winning First in Class as well is fantastic."

He added that his success could not have been achieved without the help of the volunteer support team, the RN & RM Sports Lottery, which put up £2,000 towards the cost of the Sierra Cosworth, and to the RN Automobile Club for providing transport.

For more information on motor sport in the Navy contact WO Trevor Owen at JHC, HQ Land, Wilton, or Lt Paul Diver at HMS Raleigh.

Commandos receive new Colours

ALL three Royal Marines Commandos have been presented with new Queen's and Regimental Colours by the Duke of Edinburgh at a spectacular parade on Plymouth Hoe.

The Duke, who has been Captain General of the Royal Marines since 1952, spoke of the role of the Corps in recent years, reminding spectators:

"Since 1976 alone, the Royal Marines have seen action in 19 different countries

including the highly successful deployment to the Falkland Islands."

The parade was commanded by Brigadier Roger Lane, Commander of 3 Commando Brigade, and the Guard from each unit was led by their Commanding Officer – Lt Cols David Capewell (40 Cdo), David Hook (42 Cdo) and Tim Chicken (45 Cdo).

Among the guests were the Deputy Commander of the US Marine Corps, the Commandant of the Dutch Marines, the First

Sea Lord, Admiral Sir Nigel Essenhigh, and C-in-C Fleet, Admiral Sir Alan West.

On completion of the parade – one of the biggest military events ever staged in Plymouth – the Royal Marines marched through the city. The Duke of Edinburgh and the men of the Corps then attended a reception at the Guildhall before returning for lunch at RM Stonehouse.

The three units were last presented with their Colours in 1952 in Malta.

Picture: PO(PHOT) Steve Lewis

COLLINGWOOD BOOSTED BUT DRYAD TO GO

Big increase in medals for this Jubilee

ALMOST 150,000 more Service people will receive the Queen's Golden Jubilee Medal next year than those awarded the Silver Jubilee Medal in 1977.

Only 9,000 medals were struck to mark the 25th anniversary of the Queen's accession which at the time led to widespread disappointment, medals having to be allocated.

Next year, all Service people with five years' service will receive the Golden Jubilee Medal.

A Navy spokesman said the five-year condition was appropriate – it had applied to the Coronation Medal of 1953 as well as the Silver Jubilee Medal, and was the qualifying period for the full Service resettlement package.

HMS COLLINGWOOD is to become the sole site for maritime warfare training in Britain under implementation of the Defence Training Review.

The Hampshire establishment was named as the site of a new Integrated Maritime Warfare School in a written Commons answer by Armed Forces Minister Adam Ingram given on July 19.

But the decision will mean the closure of the present maritime warfare school at HMS Dryad near Portsmouth.

It will go no later than 2011 – "although vigorous efforts will be made to advance this date to maximise the operational and financial benefits," said the Minister.

It was intended that "substantial elements" of Dryad would progressively transfer to Collingwood over the next few years.

The Navy's comprehensive review of its training estate, published in March and chaired by Vice Admiral Jonathon Band, has resulted in a proposal to concentrate Naval shore training on three sites including Collingwood. The

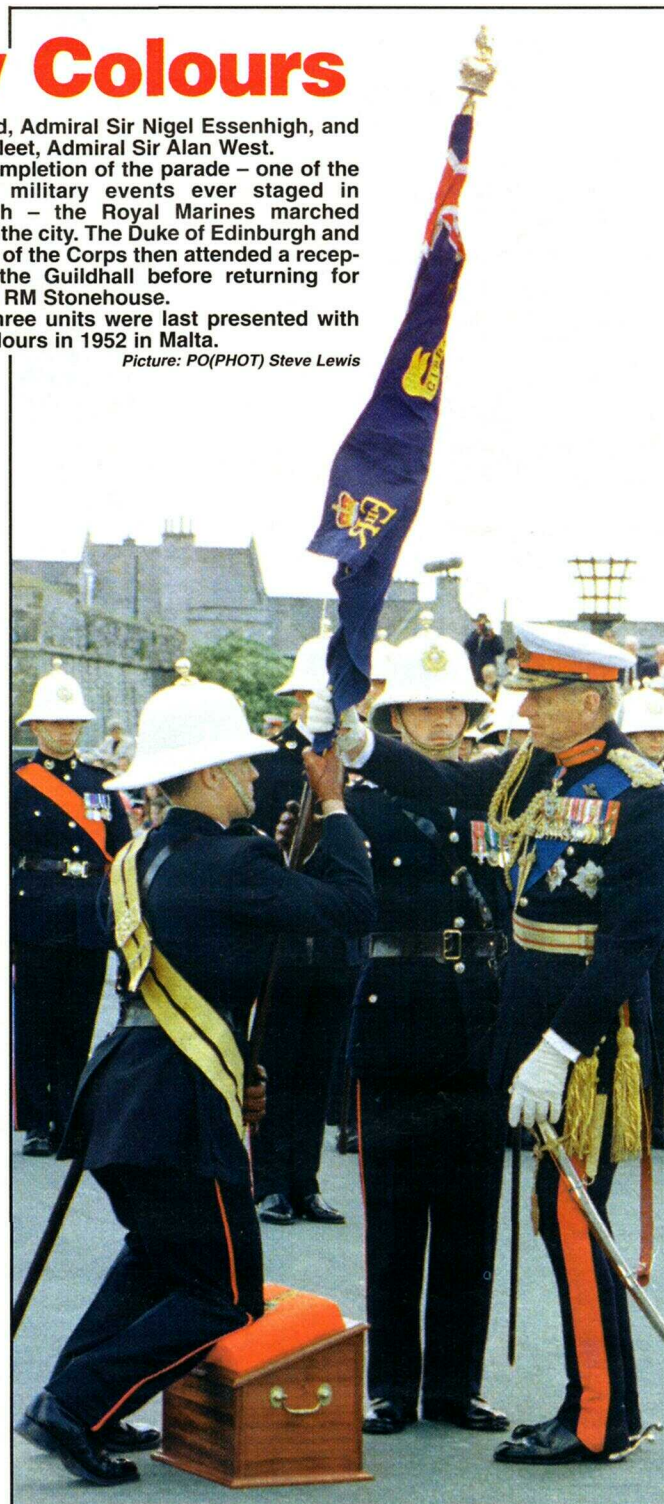
other two are the present new entry training establishment at HMS Raleigh at Torpoint in Devon, and at Britannia Royal Naval College Dartmouth for officers.

The moves would, said Mr Ingram, permit the delivery of more cost-effective training and would improve operational capability.

He also named the Naval engineering school at HMS Sultan as one of the sites being examined as a "benchmark or public sector comparator" – in Sultan's case for electro-mechanical engineering training.

The benchmarks would involve consideration of "wider options" including partnerships with the private sector – and private sector providers were being encouraged to propose innovative solutions.

However, selection of a benchmark site did not imply that the Ministry of Defence had taken a decision to continue training there. Other "benchmark sites" under



consideration are RAF Cosford for aeronautical engineering training; the Defence School of Transport at Leconfield for logistic training; the Defence Intelligence and Security Centre at Chicksands for security, intelligence, language and photography training; the Royal School of

Signals at Blandford for communications and information systems training; and RAF Halton for joint personnel administration and police training.

Detailed proposals for all the measures will be subject to consultative procedures.

Pompey build-up through frigate orders

THREE more Type 45 destroyers are to be ordered by the Ministry of Defence in a £4.3 billion deal which will see warship construction take place in Portsmouth Naval Base for the first time in decades.

The prospective order – which, subject to satisfactory negotiations, will yield six ships in a planned class of 12 – was given to prime contractor BAE Systems, but the work will be shared with Vosper Thornycroft, the firm which built three of the current Type 42 destroyers.

Vospers will build and outfit the front sections, the funnels and the masts for all Daring-class ships, with other elements being built by BAE Systems Marine on the Clyde at Govan and Scotstoun.

The sections will be taken by barge to Barrow-in-Furness, where all except the first of class will be assembled and launched. The exception – HMS Daring – will be assembled and launched at Scotstoun.

Defence Secretary Geoff Hoon said the larger volume of work gave stability to Britain's warship-building industry and offered the best prospect of achieving the in-service date of 2007 for Daring. Two others – Dauntless and Diamond – will follow in 2009.

The 7,200-ton Type 45 will succeed the Type 42 air defence destroyers.

Vosper is planning a new ship-building facility within Portsmouth Naval Base, with work under way by the end of this year, and work on the ship possibly starting in early 2003.

The last warship to be built at Portsmouth was the Leander-class frigate HMS Andromeda, which was launched in 1967.



SURVEY ship HMS Bulldog has completed her final deployment, and returned to her home port of Devonport flying her decommissioning pennant after 33 years of service.

Bulldog left the UK at the beginning of the year to conduct surveys around the Gulf,

an important part of the deployment being to pave the way for the tri-Service Exercise Saif Sareea in the autumn off Oman.

Her first deployment, in 1969, also took her to the Gulf, but in those days, with the Suez Canal closed, she had to take the long route via South Africa, a journey of 54 days as opposed to the 34 it took her this time.

Her final task involved work around the Isle of Man – a deployment of around 20,000 nautical miles.

On retirement she is the oldest ship operating out of Devonport, but her equipment has undergone several updates to meet advances in surveying techniques.

She also changed livery five years ago, along with other units of the Surveying Squadron, when her white hull and buff funnel were repainted 'Pusser's grey', and her pennant number changed from A317 to H317.

Once she formally decommissions at the end of July, she will be handed over to the Ships Disposal Agency for sale.

Launched in 1968, Bulldog with her sister-ship HMS Beagle are to be replaced by two new vessels, Echo and Endurance, under construction in Devon. Echo is due in service towards the end of 2002, with Endurance following a year later. Picture: LA(PHOT) Sean Clee

Grimsby a big noise in Baltic

HMS Grimsby returned to Portsmouth on July 4 after a high-profile deployment to the Baltic, where she helped clear unexploded weapons from sea lanes.

Grimsby and her sister-ship HMS Bangor spent ten days in the bay of Riga on Operation Cleanex, hunting for ordnance left over from wartime and the withdrawal of the Soviet Union.

Besides the explosives dumped by the Russians, an estimated 85,000 mines were laid in the Baltic during both world wars.

Britain has participated in the international clearance operation each year since 1998, vessels previously involved being HM ships Atherstone, Inverness, Quorn and Chiddingfold.

Using Remote Controlled Mine Disposal Vehicles – miniature submersibles – the Sandown-class ships this year cleared 21 live mines and depth charges, a total of eight tons of explosives.

Cdr John Murphie, the ships' Squadron Commander, said: "The C-in-C of the Latvian Navy was extremely grateful for our co-operation and we have an open invitation to return at any time."

Grimsby, commanded by Lt Cdr Keith Furlong, had been on deployment for three months.

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